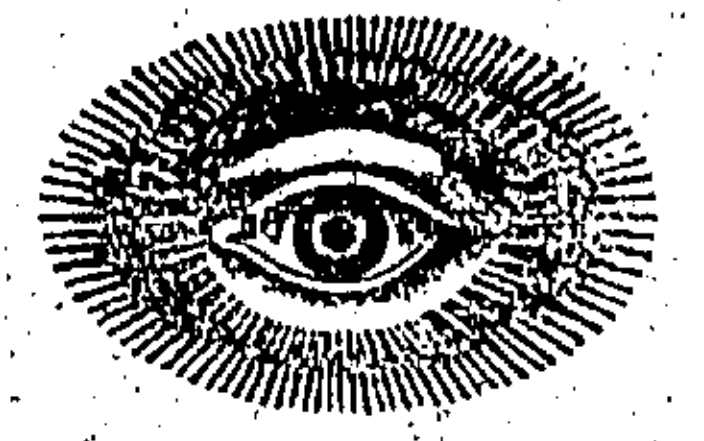


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KOWLOON-CANTON RAILWAY. TIME-TABLE.

	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
Kowloon ... Dep.	6.37	8.00	8.25	9.15	10.09	12.02	1.15	2.37	3.00	4.37
Yauwatt ... Dep.	6.45	8.08	8.33	9.23	10.17	12.10	1.23	2.45	3.08	4.45
Shatin ... Dep.	6.57	8.20	8.45	9.35	10.29	12.22	1.35	2.57	3.20	4.57
Taipei ... Dep.	7.11	8.34	8.59	9.49	10.43	12.36	1.49	3.11	3.34	5.11
Taipei Market ... Dep.	7.16	8.39	9.04	9.54	10.48	12.41	1.54	3.16	3.39	5.16
Fanning ... Dep.	7.27	8.50	9.15	10.05	10.59	12.52	2.05	3.27	3.50	5.27
Shengshui ... Dep.	7.38	9.01	9.26	10.16	11.10	13.03	2.16	3.38	4.01	5.38
Shengshui ... Arr.	7.38	8.40	9.05	9.55	10.49	12.42	2.16	3.38	4.01	5.38
Shatin ... Arr.	7.43	8.45	9.10	10.00	10.54	12.47	2.21	3.43	4.06	5.43
Canton ... Arr.	11.50	—	—	—	—	—	—	—	—	—

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Fanning ... Dep.	7.45	8.10	8.35	9.15	9.40	10.15
Shatauk ... Dep.	8.40	9.05	9.30	10.10	10.35	11.10
Shatauk ... Arr.	8.15	8.40	9.05	9.45	10.10	10.35
Fanning ... Arr.	7.10	7.35	8.00	8.40	9.05	9.30

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	2.00 P.M. "SUI TAI"	3.00 P.M. "SUI AN"
	SATURDAY, 2nd JULY.	
Hong Kong to Macao:	8.00 A.M. "SUI AN"	8.00 A.M. "SUI TAI"
	3.00 P.M. "SUI TAI"	2.00 P.M. "SUI AN"
	SUNDAY, 3rd JULY (MACAO RACES)	
Hong Kong to Macao:	9.00 A.M. "SUI AN"	3.00 P.M. "SUI AN"
	10.00 A.M. "TAISHAN"	6.00 P.M. "TAISHAN"
	MONDAY, 4th JULY.	
Hong Kong to Macao:	8.00 A.M. "SUI AN"	8.00 A.M. "SUI TAI"
	2.00 P.M. "SUI TAI"	2.00 P.M. "SUI AN"

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THE COLONIAL CONFERENCE.

SCHEME TO DEVELOP EMPIRE RESOURCES.

THE LATE LORD LANDSDOWNE.

[FROM OUR OWN CORRESPONDENT.]

LONDON, June 28th.

The Colonial Office Conference which is being attended by representatives of all the Colonies in the Empire, as mentioned in a recent Letter, has been considering transport and aviation questions, and also scientific research, during the last fortnight. This week a report has been issued on the last named subject. It appears that a scheme for the establishment of a Colonial Scientific and Research Service has been approved, the estimated cost being £175,000 per annum. The idea is to make the service "available for the requirements of the whole Colonial Empire, for the support of Institutes required for that purpose, and for the increase of research and study facilities in connection with the specialist services of the Colonies generally."

I learn that at present the scheme is to apply to the non-self-governing Colonies, Protectorates and Mandated Territories, but later on the intention is to make it applicable for the development of the latent resources of the whole Empire. Some of the expenditure will be met out of funds at the disposal of the Empire Marketing Board, and it is understood that only a comparatively small amount will have to be found by the Colonies. There is no proposal to rush the plan through, as it will be submitted to the Colonies concerned before it is finally approved by the Government.

Looking Ahead.

There is very little doubt that the Colonial Conference, which is the first of the kind to be held, having proved successful will be followed by others at stated intervals. The central fact which has been brought out is that in spite of great diversity of local conditions there are certain problems common to most parts of the Empire, and that these problems cannot be solved except by co-operative action. Just as it is true that "no man liveth to himself alone," so it may be said that in these days no community can develop on sound lines without having regard to what its neighbours are doing.

The range and expense of modern research are so vast in regard to agriculture, forestry, health, transport, and other subjects that it is impossible for a single colony to undertake such work unaided. I understand that as a result of the Conference means will be devised to arrange for the pooling of funds and also of experience, and that research will be organised to produce the greatest amount of benefit.

The Late Lord Landsdowne.

Lord Landsdowne, whose death is reported in his 83rd year, has been well described as an extremely polished representative of what used to be called the governing class. He was wealthy, came of distinguished lineage, and he had considerably more than average capacity as an administrator. All his life, from his Oxford days, he had held important positions in the service of the State—that is to say, from the early seventies when he was Secretary of State for War in Gladstone's Administration down to about ten years ago.

Most of the newspapers in reviewing his career are agreed that his work as Viceroy of India was successful, his notable achievement being of course the over-hauling of (Continued on next Column.)

WEDDING PARTY EXECUTED.

BRIDE, GROOM, AND WITNESS.

MEXICAN GOVERNMENT'S "RELIGIOUS REGULATIONS."

NEW YORK.

Details of the execution of an entire wedding party, including the bride and bridegroom, by the Mexican authorities are reported by the Rev. Wilfred Parsons, S.J., Editor of the United States Catholic Weekly Review.

According to Father Parsons, who says his report has been verified from three sources, word recently reached the Federal Command at Leon, Guanajuato that the Rev. Andres Solis, a priest of the neighbourhood, who had been in hiding, was to officiate at a wedding. Soldiers promptly seized him and another priest, Father J. Trinidad; the bride, Señora Maria Nieves Cueller; the bridegroom, Señor Leonardo Perez; and a lawyer named Valdivia, who was to be a witness at the wedding.

All five were executed and their bodies exposed in the square with a notice to the inhabitants that they had been put to death for violating the religious regulations of the Government.

the military system with the advice of Lord Roberts. He was one of the most popular Governors-General that Canada has ever had. It was, however, as Foreign Minister that he will be remembered. His administration was conspicuous for the number of treaties arranged between Great Britain and foreign Powers, and more especially the agreements with France and Japan.

For the last ten years Lord Landsdowne had dropped completely out of notice. For nearly fifty years he had been a leading figure in public life, until in an evil moment for his popularity one day in 1917 he wrote a letter to the Press in which he suggested that peace negotiations ought to be opened with Germany. This was resented all over the country, and he immediately lost the confidence of the Conservative party which had previously regarded him as an oracle. The fact was that Lord Landsdowne failed to understand the temper and spirit of the country, and his letter sounded like a cry of weakness and defeat. This incident closed his career somewhat ingloriously, and since then his name has scarcely been mentioned.

Getting Rid Of The Reds.

London saw the last of the principal Soviet representatives this week when M. Rosenberg, the Soviet Charge d'Affaires, and about 20 other Russians set out for their country, travelling by way of Dover, Belgium, and Germany. About 60 other Reds sailed in the Soviet ship Youskar from the Port of London. There still remain some 400 Russians who were employed at the offices of Arcos Limited in Moorgate Street, and they will be engaged for a while assisting to wind up the commercial matters in which that company was concerned. The members of the Soviet Legation at Chesham House have been cleared out to a man.

A small crowd of the curious gathered at Victoria Station to watch the departure of M. Rosenberg and his compatriots, and when he appeared they sang the National Anthem which in the circumstances was a hymn of thanksgiving. Then a group of Socialists turned up headed by Mr. Lansbury, M.P., and Mr. Saklatvala, M.P., the Indian who represents Battersea in Parliament, and is a notorious Communist. He presented a ludicrous appearance wearing a huge buttonhole of red poppies. The Socialists hoisted a portrait of Lenin and sang the Red Flag, whereupon one of the Bolsheviks was so carried away with emotion that he flung his arms round Mr. Lansbury's neck and kissed him on both cheeks.

There was no demonstration by the onlookers who watched these antics in silence, with the restraint and good manners of the typical London crowd, but their faces wore an expression of disgust.—H.B.

DIARY OF EVENTS.

To-day.

St. Peter's Day.
Holy Communion St. Peter's Church, West Point, 7.15 a.m.; Festival Evensong and Procession, 6.30 p.m.; Preacher, Rev. F. Freeman, M.A. (H.M.S. *Titanic*).
6th Ordinary yearly meeting Hong Kong Amusements, Ltd., Queen's Theatre, noon.
Extraordinary General Meeting Hong Kong Amusements, Ltd., Queen's Theatre, 12.15 p.m.
Tea Dances: H.K. Hotel, Hotel Savoy, and Cafe Parisien, 4.30 p.m.
Lawn Tennis League:—"B" Division: C.R.C. v. S.C.A.A. Lantern Lecture on "Our Secret Enemies," by Dr. Osman at St. Peter's Young Men's Club, 8.30 p.m.
Dinner Dances at Cafe Restaurant Parisien, and King Edward Hotel.
Queen's Theatre: "The Flag Lieutenant."
World Theatre: "Partner's Again."
Star Theatre: "Man and Maid."
Principal Mails:—Outward: Europe via Marseilles (Sarpedon), 10.30 a.m.

Thursday.

Legislative Council Meeting, 2.30 p.m.
Tea Dances: H.K. Hotel, Hotel Savoy and Cafe Parisien, 4.30 p.m.
Dinner Dances at Cafe Restaurant Parisien.
Police Branch of M.C.L. whist drive in aid of League Funds, 8 p.m.
Police Recreation Club weekly open-air whist drive, Club lawn, Happy Valley, 8.30 p.m.
Queen's Theatre: "In the Name of Love."
World Theatre: "Prisoners of the Storm."
Star Theatre: "East Lynne."
Principal Mails:—Inward: Europe via Negapatam (Tilawa).

Friday.

Dominion Day, Canada.
Mohammedan Year 1346 begins.
Tea Dances: H.K. Hotel, Hotel Savoy and Cafe Parisien, 4.30 p.m., and King Edward Hotel, 5 p.m.
Dinner Dances at Cafe Restaurant Parisien.
Queen's Theatre: "In the Name of Love."
World Theatre: "Prisoners of the Storm."
Star Theatre: "East Lynne."
Principal Mails:—Outward: Australia and New Zealand, etc. (St. Albans), noon.

Saturday.

Golf: Captain's Cup, Fanning.
Lawn Bowls League:—Division I.: K.C.C. v. C.C.C.; G.S.C.C. v. Police R.C.; K.B.G.C. v. K.D.R.C. Division II.: C.C.C. v. Club de Recreio; East Point R.C. v. Tai Koo R.C.; G.S.C.C. v. Royal Hong Kong Yacht Club; K.B.G.C. v. K.C.C.
Lawn Tennis League:—"B" Division: G.C.C. v. H.K.C.C.; C.R.C. v. Nippon Club; K.C.C. v. University; R.E.s. v. U.S.R.C.; S.C.A.A. v. M.B.K. "C" Division: H.K.C.C. v. R.A.O.C.; C.R.C. v. C.C.C.; Netherlands: T.C. v. K.C.C.; Tai Koo R.C. v. S.C.A.A.
H.K. Baseball League: Philippines v. Japanese, Happy Valley Diamond, 4 p.m.
St. Peter's Y.M.C. Launch Picnic. Launch leaves Queen's Pier, 3.30 p.m.
European Y.M.C.A. Bathing Picnic.
Friendly Football: Chinese Ath. Association v. Service Team, Soekampoo, 5.30 p.m.
Tea Dances: H.K. Hotel, Hotel Savoy and Cafe Parisien, 4.30 p.m.
Dinner Dances at Cafe Restaurant Parisien, and King Edward Hotel.
Opening Night Fete at Victoria Recreation Club, 9 p.m.
Grand Promenade Concert by Band, Pipers and Drummers, 1st Bn., The Camerons, Lee Gardens (if wet Lee Theatre), 9.30 p.m.
Queen's Theatre: "In the Name of Love."
World Theatre: "Prisoners of the Storm."
Star Theatre: "East Lynne."
Principal Mails:—Outward: Europe via Marseilles (Fushimi Maru), 9.30 a.m.

Sunday.

3rd Sunday after Trinity.
Golf: Captain's Cup, Fanning.
3rd Extra Race Meeting, Macao.
H.K. Baseball League: Tigers (S.C.A.A.) v. H.K.B.C., Happy Valley Diamond, 4 p.m.
Wilbur Players present "Alias the Deacon" Star Theatre, 9.15 p.m.
Monday.
Declaration of American Independence.
Golf: Captain's Cup, Fanning.

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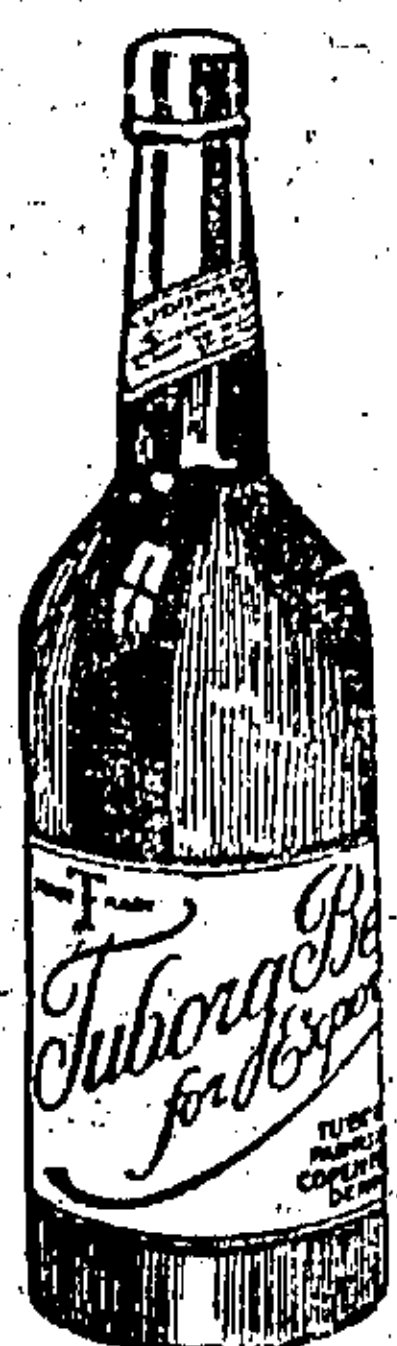
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CHRISTIAN CHARACTER.

IMPORTANCE OF LITTLE THINGS.

THE INFERIORITY COMPLEX.

CHAPLAIN'S SERMON AT THE CATHEDRAL.

The Rev. H. Copley Moyle dealt with the subject of the Christian character in his sermon at the Cathedral on Sunday.

He took as his text the words from I. St. John, iii. 18 "Let us not love in word, neither in tongue but in deed and in truth." He said:—As we heard the first lesson read just now, that beautiful song of Deborah, someone may have thought, "Why should these Old Testament books be read in Christian worship?" They show us that the moral standard of the Israelites was low, that the religious leaders approved deeds which we would unanimously condemn. What good can it do us to be told of these lurid adventures of a half-civilised people? And the answer which suggests itself is that, we see how the idea of God as righteous and just and pure was one which took a long time to reach a dominant position in Jewish thought. The Jews thought God was revengeful and so they were revengeful. It was necessary for the prophets through many hundred years to proclaim the great truths of God's loving nature, and even then when Christ came, His revelation of the love of God came as a new idea to most of His hearers. To the Christian the deed of Jacob, and the praise of her by Deborah for it, are alike abhorrent. "Revenge" is not Christian. Christ taught us to love our enemies. But do not suppose that Christianity is a religion of sickly sentiment. Christ could at time pour out a stream of fierce invective that would arouse the most apathetic. And His disciples ever since have been able to strike and to strike hard when right and justice demand it. The views of the Pacific have never been the views of the Church. The Catholic Church to which we belong is the Church militant. And as long as there are selfishness and sin and evil in the world there is need of fighting. Christ Himself said "I came not to send peace but a sword." But Christian fighting is not from motives of personal resentment or personal gain but is to enforce the great principles of truth and justice and freedom.

The Accumulation Of Wealth.

But though the Christian ought to be ever ready to fight in the cause of righteousness, he ought to be so full of the spirit of love which "beareth all things—endureth all things" that he is not easily drawn to fight on his own behalf. He is so in touch with God that the things which seem of vast importance to the worldly minded often seem very trivial to him. For instance the accumulation of wealth can never be a matter of primary importance to the Christian, for he knows that the possession of riches is a very great responsibility, and is generally a hindrance rather than a help in the Christian life. He is mindful of the words of St. Paul "They that will be rich fall into temptation and a snare, and into many foolish and hurtful lusts, which drown men in destruction and perdition for the love of money is a root of all kinds of evil." And the love of money is very often to be found amongst those who have been quite unsuccessful in acquiring money. The real Christian never envies others their money or their other possessions, but envy is the usual accompaniment of worldly mindedness, and as the envious man can never be a happy man we see one reason why the Christian is happy. He rejoices in the good of others instead of being annoyed by it.

The Inferiorty Complex.

There are many people going about the world with what the psycho-analyst would call "an inferiority complex," and because they think people despise them they are ever ready to take offence and magnify the most trivial incidents into grave causes of offence. Let us not love in word neither in tongue but in deed and in truth. We are bound to cultivate love as a necessary Christian quality. And love is infectious, just as anger and hate are infectious. We ought to pray every morning that we may live that day in the spirit of true Christian love, and that we may be able to spread the spirit of love all about us. It can be done, for the power of God is at our disposal. His grace can help us to show love "in deed and in truth."

Too often we Christian people are content to adopt an utterly unchristian view of life, and that is why the world has not yet been converted to Christ, for let us remember that it is only through us men and women living in the world to-day that Christ can speak to those who know Him not. It is by our lives that men judge of Christianity. When we realise this we must come to regard life as a great vocation, a mighty calling, a marvellous opportunity—Life is a great opportunity for serving God, and that service is often best rendered by service to our fellowmen. And we can give this loving service to God in whatever state of life we are. The earnest loving Christian can glorify God whether he be a crowned monarch or a humble tinker. Our Blessed Lord might have come into this world as a ruler or a teacher or a philosopher, or a rich man, but he chose to come as a carpenter, and by so doing he has glorified labour. Therefore, no one need think his place in life too lowly to be the means doing Christian service in the world, but let each one of us realise that whatever be our calling it is an opportunity for service; some men will glorify and adorn any position, while others are always relying on the power and authority which their position gives them.

Character Which Counts.

There have been despicable rulers and there have been noble cobblers. It is the character of the man which counts with God and not the position he occupies. Whatever our position we can use it as a means for showing a loving spirit, and so reflecting the spirit of Christ. The trouble is that so many professing Christians have not the spirit of Christ. Their love is "in word and in tongue" not "in deed and in truth." "We have, I believe, less than there used to be of that merely formal religion which attended Church in "Sunday Clothes" and then forget God for a week. But there is still far too great a tendency to divide our life into the religious and the secular and to try to keep them in separate compartments. That way leads to hypocrisy. You cannot confine God in a special compartment of your life. He must be supreme in the whole of it. Do let us try to be natural with God and to realise that He is always with us and sees all that we do and think. We cannot deceive Him though we may deceive ourselves. Self-deceit is a most insidious enemy with which we all have to contend. There are many who really regard themselves as excellent Christians to whom Christ will one day say "I never knew you, depart from me all ye workers of iniquity."

Importance Of Little Things.

Most of our lives consist of little things. There are few really outstanding days in most lives. We do the same little things day after day, and so those little things have great importance. So we must show our Christian love in the little things of life. Our Blessed Lord never despised little things. Even the tithing of herbs He said was right, though it was wrong to be so absorbed in these little things that one overlooked the great things, Judgment and the love of God. So where love is concerned the small things are all important. "For real love is too infinite ever to be adequately expressed in its greatness, and so we reverse the attempt and symbolise it by infinitesimal actions and attentions—things that prove love because they are too slight for anything but love to think worth doing, as for anything but love to see when done."

If the love of God is the great motive in our lives, as it ought to be, we shall not underestimate the importance of little things for it is the doing of little things that our habits are formed, and it is the accumulation of habits which forms our character. And our character is the one possession which we take with us into the next world. Money and lands and fame and power we leave behind but our character we take with us into the spirit world. Let us see to it that it is a character based on "love, indeed and in truth."

COMMUNISTS' HORRIBLE POLICY.

CHIANG KAI SHEK'S DENUNCIATION.

WAR ON HANKOW AND THE NORTH.

General Chiang Kai Shek has issued the following Proclamation to his officers and men from the Political Council of the Nationalist Revolutionary Armies:—

In accordance with orders from the Central Government and with a view to fulfilling the principles laid down by our late President, Dr. Sun Yat Sen, I assumed the responsibility of leading the Nationalist Revolutionary forces northward. In spite of innumerable hardships and desperate fighting, we have been able to reach Nanking, the pre-fixed capital of the Nationalist Government. Consequently, it was my sincere hope that the anti-Northern campaign would soon end.

To my great surprise, the Communists endeavoured to impede our progress and the success of our arms by instigating the feeble-minded members of the Kuomintang to rob us of our munitions, creating disturbances, involving foreigners as well as Chinese, and endangering our rear guard.

Communists Rob And Murder.

Faced with such a state of affairs, it was impossible for us to continue with the campaign. We have had to stop. Our work is unfinished. Militarists, therefore, will now have time to rest and the people will have to suffer more from their despotism. The Communists continue to carry on their horrible policy in Wu-Han and the militarists continue to rob and murder the people north of the Yangtze. We must save our fellow-countrymen from such misery and give them as much aid as we possibly can.

The more we are menaced, the harder we must strive to attain our goal. The Nanking Nationalist Government can never be properly guarded and the imperialists and militarists can never be overthrown in their entirety if Wu-Han is not taken back and if the robbers, Chang Tso Lin, Chang Tsung Chang, and Sun Chuan Fang, are not driven from China.

As Communism and militarism are serious hindrances to our revolutionary aims, I sincerely exhort you, officers and soldiers of the Nationalist Revolutionary Armies and my comrades, to co-operate effectively and fight for the success of our aims and for liberty and the salvation of the Republic of China. Now is a chance for you to work for China. Don't let this opportunity pass. Let all see your bravery and your patriotism. Fight on Victory is ahead of us.

THE RED ELEMENT IN CHANGSHA.

CHARGES BY THE "SAVE THE KUOMINTANG COMMITTEE."

EXPULSION OF LEADERS DEMANDED.

At the present moment, the tide in Changsha seems to have turned against the more extreme elements, and it is of some interest to note the charges that those in authority have brought against the communists. The "Save the Kuomintang Committee" has publicly put out the following proclamation in order that there shall be no uncertainty as to the sins of those who oppose the Kuomintang, stating that the Communists:—

1. Took upon themselves the business of the Kuomintang.
2. Broke up the Kuomintang Party.
3. Disregarded the Three Peoples' Principles.
4. Despised the dictates of Dr. Sun.
5. Shattered the united front presented by the farmers, labourers, merchants, scholars and soldiers.
6. Worked against the policy with regard to foreign affairs.
7. Opposed the decisions already reached by the Kuomintang.
8. Arrested and killed innocent people, thus creating a state of terror.
9. Stirred up the rear-guard of the party and divided these soldiers and the people.
10. Deceived the farmers and the labourers.
11. Oppressed and persecuted the educated section of the people and thus caused the decline of education.

Slogans Against Dangerous Principles.

In order to strengthen the hands of all true members of the Kuomintang, the public are provided with a list of 14 slogans which they may hurl at any who are still suspected of harbouring dangerous principles. (Continued on next column).

BLUE FUNNEL LINE

SUMMER CRUISES 1927

To Shanghai, Tsingtau, Wei-Hai-Wei, Taku
(for Tientsin & Peking), Dairen and
return to Hong Kong.

	"ANTENOR"	"HECTOR"	"AENEAS"
	11,174 tons.	11,198 tons.	10,058 tons.
Leave Hong Kong	July 22nd	Aug. 26th	Sept. 28th
Arrive Shanghai	25th	29th	Oct. 1st
Leave Shanghai	27th	31st	Oct. 3rd
Arrive Tsingtau	29th	Sept. 2nd	—
Leave Tsingtau	30th	2nd	—
Arrive Wei-haiwei	30th	3rd	—
Leave Wei-haiwei	30th	3rd	—
Arrive Chaofoo	31st	—	—
Leave Chaofoo	31st	—	—
Arrive Taku Bar (for Tientsin & Peking)	Aug. 1st	4th	8th
Leave Taku Bar	4th	8th	10th
Arrive Chingwangtao	—	—	—
Leave Chingwangtao	—	—	—
Arrive Dairen	5th	9th	10th
Leave Dairen	9th	13th	15th
Arrive Taku Bar	—	—	—
Leave Taku Bar	—	—	—
Arrive Wei-haiwei	Aug. 11th	15th	16th
Leave Wei-haiwei	10th	21st	18th
Arrive Tsingtau	11th	22nd	20th
Leave Tsingtau	12th	23rd	21st
Arrive Shanghai	14th	Oct. 1st	22nd
Leave Shanghai	20th	Oct. 1st	28th
Arrive Hong Kong	23rd	4th	31st

For Further Particulars, Apply to:—

BUTTERFIELD & SWIRE,
AGENTS.

Telephone Central 38.

TO CAPTURE FOREIGN TRADE.

BRITISH ADVERTISING FIRM'S ENTERPRISE.

OPENS BRANCH IN BERLIN.

For the first time a British firm of advertising agents has opened a German branch. The firm is that of W. S. Crawford, Ltd., and its new premises are in Berlin. "My reason for opening this office," said Mr. W. S. Crawford, "is a simple one. My firm exists to sell British goods; to sell them abroad as well as at home I am putting my men where salesmen should always be—in touch with the buyers. It was my recent visit to Leipzig Fair that showed me the necessity of this move. I saw, as no one could fail to see, the infant care, the typical, painstaking Teuton thoroughness, with which Germany is preparing to compete in the world's markets. She means to increase her trade; she is going all out to do it; and she has, beyond all shadow of doubt, the technical equipment."

German Advertising Lags Behind.

In every campaign, however carefully planned, there is a weak point. In this case it is German advertising—in skill and effectiveness far behind our own. We must advertise British goods to the buying public on the Continent with all the skill and persistence at our command. The individual names of British products must become household words; the nature and features of each product must be known—and its price—and where it can be obtained. We mean to open up on the Continent a market that British trade has as yet scarcely begun to exploit.

Mr. H. Broadley, formerly secretary of the Imperial Economic Committee, is to be in charge of the new Crawford office at Krausenstrasse 2, in Berlin, from which will be controlled all the firm's advertising in Germany, Austria, Roumania, Czechoslovakia, and the other countries of Central and Eastern Europe.

The document ends with the somewhat pathetic assertion, that, from this, all may truly see that the Save-the-Kuomintang Committee has faithfully, in its heart, decided to expel all communists.

A Certain Amount Of Peace.

Recent news from Changsha indicates that the movement has been sufficiently successful to restore a certain amount of peace in the city. This is also partly due to the fact that all schools, except a few primary ones, have closed for the summer holidays, since most of the students have drifted away to their homes or are doing propaganda work in the country. Much in the future will depend upon the condition of the new harvest and the earliest grain is expected to reach the city in two or three weeks. North China Daily News.

EXCHANGE.

CLOSING QUOTATIONS.

June 28th, 1927.

On London.—	
Telegraphic Transfer	2/2
Bank Bills, on demand	2/0 1/16
Bank Bills, at 30 days sight	1/8
Bank Bills, at 4 months' sight	2/1
Credit, at 4 months' sight	2/1 1/16
Documentary Bills, 4 months' sight	2/1 3/16
On Paris.—	
Bank Bills, on demand	1,240
Credit, 4 months' sight	1,315
On New York.—	
Bank Bills, on demand	48 1/2
Credit, at 90 days sight	50 1/2
On Bombay.—	
Telegraphic Transfer	18 1/2
Bank Bills, on demand	18 1/2
On Calcutta.—	
Telegraphic Transfer	17 1/2
Bank Bills, on demand	17 1/2
On Shanghai.—	
Bank Bills, at sight	nom.
Private, 30 days sight	nom.
On Yokohama.—	
On demand	192 1/2
On Manila.—	
On demand	188
On Singapore.—	
On demand	121
On Batavia.—	
On demand	nom.
On Saigon.—	
On demand	93 1/2
On Bangkok.—	
On demand	89 1/2
Gold Leaf, 100 fine, per tael	26 3/16
Bar Silver, per oz.	26 3/16

EXCHANGE RATES.

[BRITISH WIRELESS SERVICE.]

RUGBY, June 28th.

Paris	124
New York	4.85
Brussels	24.98
Geneva	25.31
Amsterdam	15.18 1/2
Milan	63.75
Berlin	20.49
Stockholm	18.11 1/2
Copenhagen	18.18 1/2
Oslo	15.75
Vienna	34.52 1/2
Prague	163 1/2
Helsingfors	192.80
Madrid	28.53
Lisbon	2.15/32
Athens	388
Bucharest	815
Rio	5.53/64
Buenos Aires	47.11/16
Bombay	1/5 1/2
Shanghai	2/0 1/2
Hong Kong	2/0 1/2
Yokohama	1/11 1/2
Silver spot & forward	26.3/16

MARTIN'S PILLS

ADIOL & STEEL

Sure and certain for all Female complaints. Every lady should keep a box in the house. Chemists and Stores sell them throughout the world.

Proprietors:
MARTIN, CHAMBERLAIN, & CO., Ltd., London, England.

ANCHOR BRAND PURE MANILA ROPE.

"THE CORDAGE YOU CAN TRUST"

MARINE ROPE ESTABLISHED 1854 ROPES OF ALL SIZES FOR ALL PURPOSES

TRANSMISSION OF POWER ROPE CABLE LAID HAWERS WELLS DRILLING CABLES

YNCHAUSTI ROPE FACTORY

MADE FROM PURE MANILA HEMP

MANUFACTURED BY THE MOST MODERN MACHINERY.

STOCKS ON HAND OF ALL SIZES ENQUIRIES SOLICITED.

FACTORIES—MANILA P.I. KING'S BUILDING. HONG KONG OFFICE: TELEPHONE CENTRAL 8165. [A.P.B.]

We are remaining here for a short season longer.

ISAKO'S CIRCUS

NEW RECLAMATION GROUND

PRAJA EAST, WANCHAI

TO-NIGHT

PRICES OF ADMISSION REDUCED

Box 6 Persons.....\$12. Single Box Seat .. \$2.
1st Class Chairs ...\$ 1. Gallery..... .50 cts.

MATINEE:

EVERY

Wednesday, Saturday and Sunday,
at 4 p.m.

CHILDREN HALF PRICE.

COME AND SEE

THE CIRCUS POST CARRIER PIGEONS.

In commemoration of the visit of ISAKO'S CIRCUS to Hong Kong, free prizes will be given away. At every performance, our carrier pigeons will be let off in the centre of the ring and the persons on whom they alight will be the recipients of the following gifts:—

GOLD WATCHES, RINGS, BRACELETS.

AND MANY OTHER VALUABLE AND USEFUL ARTICLES.

Out and bring this slip to the circus ticket office and you will obtain your ticket at a special rate from 80 cts. up.

SQUEEZE AS A HIGH ART.

SCHEME TO FORCE CHINESE RESIDENTS IN THE
SETTLEMENTS TO PAY SPECIAL
TAX TO NANKING.

FAMILIAR METHOD OF RAISING MONEY.

In addition to the already harsh taxation system introduced by the so-called Nationalist Government and the tobacco monopoly which was exposed in the *North-China Daily News*, says last Friday's issue of our Shanghai contemporary, another money-making scheme of the Nanking administration has been brought to our notice. This calls for the collection of a special house tax, the amount of which shall be equivalent to two months' rent on all houses, for the prosecution of the Anti-Northern Punitive Expedition, irrespective of whether houses may be in the International Settlement, the French Concession or Chinese territory.

At a meeting of the Shanghai Special-Branch of the Kuomintang, which was held on Wednesday afternoon under the chairmanship of Mr. Chen Te Ching, chairman of the Propaganda Department, the following regulations relating to the proposed taxation were adopted:

1.—That all houses in Shanghai, including those in the International Settlement and the French Concession, irrespective of whether they are occupied by the owners themselves or rented to other people, shall be subject to a special tax, which shall be the equivalent of two months' rent, and that the proceeds of such tax shall be contributed to the Treasury of the National Government; should the total amount of the rent tax so collected in single instances amount to a sum not exceeding \$80, such sum may revert to the tax-payer upon application.

Instructions To Law Courts.

2.—That in the event of landlords and house-owners failing to recognize or meet this tax, orders shall be given to the different law courts, including the Shanghai Special Provisional Court, the Shanghai District Court, and the French Mixed Court, to reject all applications filed for rents that may be in arrears and owing to landlords and house-owners, within one year from date of the imposition of the aforesaid tax.

3.—That the tax equivalent to two months' rent shall be payable by the tenants themselves to the Shanghai Nationalist Financial

Commission and receipts shall be delivered upon payment thereof, such receipts to be acknowledged and accepted by landlords and house-owners in lieu of two months' rent; rent receipts shall be handed to tenants upon production of the tax receipts by tenants.

4.—That any person or persons found preventing tenants from paying their rents for two months to the said Commission in lieu of the tax and/or tenants themselves who decline to abide by these regulations shall be subject to punishment of not less than one month or more than six months in prison and a fine of not less than \$50 or more than \$500.

5.—That any tenant or tenants found in the act of inciting other tenants not to pay this tax or calling for his or their assistance for foreigners enjoying extraterritorial privileges with a view to publicly obstructing the approach of authorized tax collectors and to escaping payment of this tax shall be subject to punishment in the fifth degree (from two months' to one year's imprisonment) in accordance with the law, a fine of not less than \$100 or more than \$1,000 and deprivation of his or their civil rights.

Designs On Property.

6.—That warrants shall be issued for the arrest of tenants or landlords who purposely attempt to escape payment of this tax and that their movable and immovable properties shall be confiscated.

7.—That tenants failing to answer warrants issued against them shall be deprived of their civil rights.

8.—That tenants or landlords found guilty of the above-mentioned crimes, severally or consecutively, shall be dealt with and punished as counter-revolutionaries.

9.—That tax-collectors of the Shanghai Nationalist Financial Commission found guilty of misappropriating rents collected as taxes shall be dealt with in accordance with the laws governing abuses in public office provided for in the Provisional Criminal Code and they shall be punished in accordance with the said laws, in addition to which they shall be punished according to an additional degree of punishment.

10.—That landlords and house-owners who approve of this tax on their own initiative and who assist in its collection for the Nationalist Government shall be rewarded in proportion with the amounts collected.

TOBACCO WORKERS OF KWANGSI.

UNION FORMED BY EMPLOYEES IN WUCHOW.

THE USUAL TYPE OF
DECLARATION.

Wuchow, Kwangsi, June 14th.

The latest Union to be added to the long list of labour organizations in the city of Wuchow is the Tobacco Workers' Union, which came into being on Sunday, June 12th, and was impressed upon the public mind by a street parade, accompanied by a band and vociferous shouting. There was not a large crowd in attendance. A drizzling rain which started to fall just as the procession started evidently kept the less daring indoors, but their long drawn out line of faithful representatives dauntlessly braved the storm and had their celebration.

As the procession passed along the streets, small hand bills were given out to the passers by, which read as follows:—

"Fellow Labourers!

"At the present time we are in the position of a subservient people bound by the hands of unequal treaties and the military plans constantly employed by the militarists. But these in themselves are not so dreadful. Those which are most to be feared are the many dark and dangerous methods of oppression used in financial matters in the name of civilization which causes our China to come behind other nations.

Need For Organized Unions.

"It is acknowledged by everybody that of all classes of people those who willingly suffer most are farmers and labourers. Because of this fact, ever since the re-organization of the Nationalist Party, tradesmen of every class have with the speed of race horses hurriedly organized unions. This has been done in order genuinely to do away with individual bitterness and to obtain a little personal gain, and at the same time strenuously to oppose our enemies who intimidate and bind us by ways that are dark and dangerous.

"Many have publicly expressed a willingness to assist us in obtaining our desires. The labouring classes appreciate the care which at the present time the Government takes in our welfare and if we do not arise at this opportune moment and unitedly follow our leaders, and press forward to the fight in the battle line of the Nationalist Party, then there will be absolutely no hope that our day of bitterness will ever come to an end.

"What then shall we do? First let us organize into a Tobacco Workers' Union, and this is the object we have in view in organizing this union to-day. Since we have been awakened let us strive to benefit the labouring classes.

The bitterness of our lot may be thus stated. The whole day long from morning to night our vitality is wholly absorbed in the work of cutting and wrapping up tobacco. If you reckon the time of work, it is 10 hours a day. And do we receive an adequate remuneration for the vitality expended? To the uninitiated even if they were told they would hardly believe that the highest wages we labourers receive is from \$8 to \$10 a month.

Although throughout the year, even though we have not had the slightest altercation with our employers, still if they wish to discharge us at a moment's notice, we are forthwith discharged, while our employer sucks up our blood and sweat to the enriching of his own purse. How unjust! Ah, the demons in the 18th department of purgatory do not suffer, as do we tobacco workers. Truly it is bitter. If we desire to change our lot let us marshal our forces. Organize, then we can do it. Put your shoulders together. Enter the ranks of the Nationalists. Exert your strength to the utmost and be willing to sacrifice your lives in the fight. This only may we gain our object.

The Path Of Glory.

"Hurrah! The path of glory lies before us. Let us go forward, loudly shouting, 'Down with the imperialists!' Do away with unequal treaties! Overthrow the thieves of labour—the running dogs of imperialism! Shorter hours and more pay! Sustain the Chinese Nationalist Party! Uphold the Nationalist Government! Long live the Tobacco Workers' Union! Long live the Chinese Nationalist Party!" —*North China Daily News.*

IN RESPONSE THE UNIVERSAL DEMAND

The Most Successful Picture
Shown in Hong Kong This Year

THE FLAG LIEUTENANT

will be shown again

TO-DAY ONLY

QUEEN'S

WORLD

POTASH & PERLMUTTER

in

PARTNERS
AGAIN

STAR

LEW
CODY

in

MAN
and
MAID

BRITISH RIGHTS AT
HANKOW.

DEPUTATION TO THE
FOREIGN SECRETARY.

QUESTION OF RE-OCCUPATION.

A deputation of the China Committee waited upon Sir Austen Chamberlain on May 30th and put before him their views on the British interests and valuable property at Hankow.

Mr. H. W. Looker, M.P. for S.E. Essex, introduced a deputation which included Mr. David Landale (Messrs. Matheson & Co., Ltd.), who in Lord Southborough's absence, owing to ill-health, acted as the leader of the deputation, and the following:—

Mr. L. N. Leefe (chairman of the China Association), Lieutenant-General Sir George Macdonogh, Mr. Guy Locock and Mr. Jenkins (representing the Federation of British Industries), Sir Robert Waley Cohen (representing the Asiatic Petroleum Co., Ltd.), Sir Hugo Cunliffe-Owen (the British-American Tobacco Co., Ltd.), Sir Newton Stubb (the Hong Kong and Shanghai Banking Corporation), Mr. J. S. Bruce (the Chartered Bank of India, Australia, and China), Mr. Warren Swire (Messrs. John Swire and Sons), Sir Alfred Mond (Messrs. Brunner, Mond & Co., Ltd.), Mr. F. Anderson (representing the Far Eastern section of the London Chamber of Commerce), and Mr. E. Manico Gull (secretary of the China Committee).

The deputation having laid before Sir Austen Chamberlain their views on the general situation in China, and more particularly their anxiety with regard to British interests at Hankow, Sir Austen Chamberlain in reply gave a full exposition of the policy of the Government, its origin and aims. He stated that the Government desired to avoid any interference in the internal affairs of China; but they were fully alive to the importance of the British interests involved. They were determined to protect the lives of British nationals and to secure protection and fair treatment for them and their property while continuing to seek a peaceful and friendly solution of all outstanding difficulties with the Chinese, themselves, and able both to make and to secure the observance of such a friendly settlement. Meanwhile, the Government had taken the precautions (Continued on next column.)

STAR THEATRE

Commencing Sunday, July 3rd.

WILBUR PLAYERS

Sunday & Monday
The Unique Comedy

"ALIAS THE DEACON"

Tuesday & Wednesday

Creepy: Shuddery: Mysterious:

"SPOOKS"

Thursday & Friday

The sweetest story of all

"THE ROSARY"

by Edward E. Rose

BOOKING NOW OPEN AT THEATRE AND MOUTRIE'S
Prices:— \$3, \$2 & \$1.

THE NAVY'S CHOICE

Coafes[®]
ORIGINAL

PLYMOUTH GIN

OBTAINABLE EVERYWHERE.

OVER HALF A CENTURY'S REPUTATION FOR THE
DR. LECLERC'S PILLS FOR THE
TREATMENT OF ALL THE
DYSPEPSIA, GRAVEL, RHEUMATISM, GOUT, NEURALGIA,
HEADACHE, MIGRAINE, INDIGESTION, CONSTIPATION,
OBSTINATE COLIC, HEMORRHOIDS, PILES, AND ALL
THE GASTRO-INTESTINAL AFFECTIONS.
DR. LECLERC'S PILLS FOR THE
TREATMENT OF ALL THE
DYSPEPSIA, GRAVEL, RHEUMATISM, GOUT, NEURALGIA,
HEADACHE, MIGRAINE, INDIGESTION, CONSTIPATION,
OBSTINATE COLIC, HEMORRHOIDS, PILES, AND ALL
THE GASTRO-INTESTINAL AFFECTIONS.

EXTRAVAGANT COUNT'S
ROMANCE.

DOCTORS DECLARE HIM
SAFE.

BUDAPEST.
Count Emmerich Degenfeld, who has been interned in a mental sanatorium for three years, since his marriage with an actress, Miss Edith Sugar, has been pronounced of sound mind by a medical commission and allowed to go with his wife to a castle belonging to Count Emmerich Karolyi.

He is one of the richest landowners in Hungary, but has been on unfriendly terms with his family because he lived extravagantly. He sold land inherited from his father, and his brother Paul and his sisters feared for the estates of his mother, about 20,000 acres. When he married Miss Sugar they caused him to be examined by mental experts, who declared him incapable of managing his own affairs. He is now free and independent, and has given his family assurances respecting the family property.

PERFUMES

MANUFACTURED BY

RIGAUD, PARIS

"FLORE DIVINA"

EXCELLENT SCENT.

PRICE: 50 Cts. per bottle

OBTAINABLE FROM

VICENTE ATIENZA & CO.

AGENTS.

No. 54, NATHAN ROAD,

KOWLOON.

TEL. K. 163.



GOLF HOSE for Summer wear

KHAKI
"VIVELLA"
HOSE

We have a splendid assortment of Light weight Hose for wear with shorts.

Plain or Fancy in Cotton, Silk, Silk and Wool, and Silk and Cotton mixtures.

Prices from \$2.50 per pair.

We allow 10% discount for cash

MACKINTOSH

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MEN'S WEAR SPECIALISTS.
Alexandra Building, Des Voeux Road.

LADIES' HATS

from Bangkok and Manila
and a wide selection of Oriental articles
both Useful and Beautiful
are always on view
Your early inspection is cordially invited.

SWATOW LACE CO., LTD.

21, Queen's Road (Next H. K. H. Garage).

After a warm and tiring day—there is
nothing so refreshing as

OUR TOILET EAU DE COLOGNE.

Very Special Offer \$1.25 per large bottle.

Look in at

THE QUEEN'S DISPENSARY,

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22, DES VOEUX ROAD CENTRAL.

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WHITEAWAYS

SUMMER UNDERWEAR FOR MEN.



UNDERWEAR
FOR
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AERTEX
B.V.D.
INDIA GAUZE

Our India Gauze Underwear is specially made for and is famous throughout the EAST.

POPULAR PRICES.

AERTEX

In AERTEX Underwear you will enjoy complete protection when the sun is chafing your face, and on those scorching days when his shyness is forgotten, a chill-free coolness that may well be the envy of your perspiring fellows.

GENT'S OUTFITTING DEPT.

WHITEAWAY, LAIDLAW & CO., LTD.
HONG KONG.

THE BRITISH Y.M.C.A. IN SHANGHAI.

SCENES AT THE SHAFER HOUSE NIGHTLY GATHERINGS AND AT OTHER OF THE Y.M. CENTRES.

IMPORTANT WORK AMONG TROOPS AND SAILORS.

Amongst all the organizations working for the provision of recreation and entertainment for the men of His Majesty's Forces in Shanghai, the Y.M.C.A. has developed an organization which is second to none. Thanks to a generous gift of £2,000 from Lord Incheape, the Association was able to include in its budget the rental of the very fine premises, "Shafere House," at 3, Peking Road, and the furnishing and equipping of the same. At the Central a very live programme is attracting large numbers of the men in the Navy, Army and Air Force every night in the week. Under the leadership of Mr. H. W. Marks, who has just arrived from England, the Central throbs with life and good fellowship.

The Week's Doings.

The supporters of the Y.M.C.A. would be well gratified to see the sailors and the Tommies thoroughly letting themselves go in parlor games on Monday nights; heartily indulging in community singing on Tuesdays; appreciatively listening to the ladies and gentlemen of Shanghai who so generously give both talent and time in first class concert programmes on Tuesday night; on Fridays playing keenly in properly organized whist drives; and on Wednesdays and Saturdays in the splendid hall secured for the purpose, joining in dances, which by the presence of ladies are made the more enjoyable.

The "homeland hour" on Sunday evenings has become an established institution. In the midst of the comfort of a delightfully furnished lounge, the fellows congregate in an atmosphere of homelike sociability as they partake of coffee and buns. Ordinarily three or four good soloists render a delightful programme.

It is often asserted that men are not interested in religion, but one has only to get into the atmosphere which the Y.M.C.A. seems to produce to understand that where religion is related to the whole of life and is conceived as a force sanctifying all human relationships and activities, men have got a good deal of time for it. The Y.M.C.A. works in cordial co-operation with the Army Chaplains' Department and regularly encourages men who come within its influence to attend the services of their own church and for that reason does not arrange any religious service during ordinary church hours.

Splendid Voluntary Service.

A large group of ladies under the superintendency of Miss Tetley is giving splendid voluntary service in the refreshment buffet as well as at many of the social functions. To have a meal or even a glass of lemonade only, served with a smile by an English lady makes all the difference to life in Shanghai. The demands upon the gramophone and pianos are ceaseless and because the Y.M.C.A. understands the Tommies' love of music, there is an instrument on each floor.

The one room where absolute quiet is maintained is the well equipped writing room. All writing material is provided free and thousands of men give practical heed to the Y.M.C.A. slogan, "Write Home To-day." Just as in the great war the Y.M. encouraged fellows to keep in continuous touch with the folk at home by the use of this phrase, so here in Shanghai it pursues the same course.

A large room at 2, Peking Road, graciously put at the disposal of the Association, free of rental, by the Glen Line, Ltd., has been equipped as a billiard hall with five full sized British tables. This is a popular rendezvous for the billiards enthusiasts. At present the Shanghai Defence Force Billiards Championship is being played in this room.

Other Y.M.C.A. Institutions.

A British "Ostia" is the title given to the Y.M.C.A. hut which is rendering service to patients and staff at the Royal British Hospital in Kiangling Road. A very warm friend of the Association gave a generous donation of

£500 for its erection. Here too, an excellent programme is provided. "City Of London Hut."—The City of London has raised a sum adequate to meet the construction of another hut in the New World, Tibet Road. This centre is now operating and like other Y.M.C.A. places, one of the principle attractions, apart from the programmes is the nicely furnished reading and writing room, where up-to-date English periodicals are provided, for the free use of the troops. In conjunction with the 13th Infantry Brigade, the Y.M.C.A. also operates the cinema in the New World at which attractive programmes are shown every night, changing twice weekly.

London Stock Exchange.

"LONDON STOCK EXCHANGE HUT."—A very large hut is being constructed in the Great Western Road Camp. A large proportion of the amount of money spent on its construction has been donated by the London Stock Exchange. The particular feature of this hut as differing from other Y.M.C.A. centres, is that it contains a chapel which will be put at the disposal of the Army Chaplains' Department. The Assistant Chaplain-General, Shanghai Defence Force, has kindly undertaken the furnishing of this chapel. This centre will be functioning in about a fortnight's time and will be producing a comprehensive recreational programme under the leadership of the Rev. J. S. Stanfield.

"THE MARQUEE."—This centre which is a tentage equipment, is doing splendid service in the Glen Road Convalescent Camp. The Rev. Forbes Tocher lives on the spot and is always at the disposal of the troops in that camp. Healthy, good comradeship is the key-note which proves to be attractive.

"YANOTSZEPOO."—This hut in this camp will be re-opened in the course of a few days. Before closing down for re-construction, it teemed with vigorous life. So greatly was it appreciated that there is no doubt of its rendering again a very successful service.

"JESSFIELD."—A small room has been equipped in this camp as a writing and reading lounge.

Concerts In Ships And Billets.

On ships and around the camps every night in the week and often at three or four places on one night Y.M.C.A. has been responsible for organizing and carrying out a variety of entertainments for the Navy and the Army within the confines of their own ships or billets. Concert parties, lectures, conjurers and a portable cinema are taken round or get there to entertain the men. These efforts have produced from Commanding Officers expressions of gratitude for a praiseworthy service. Large supplies of outdoor and indoor games, library books and other reading matter, and writing material have been sent out for free distribution.

Mr. D. G. Lees has proceeded to Weihaiwei to explore the possibilities of service to the men who will be stationed there during the summer, and all this together with a continuous service which the Association is able to give at Hungjiao, in co-operation with Mr. W. J. Hawkins, who has so generously placed the garden of the "Limit" at the disposal of the companies indicates sketchily what the Y.M.C. who are camped out in that area, is endeavouring to do.

Funds Needed.

Much more money is needed to finance this work. So far because other organizations have been supported locally, the British Y.M.C.A. has made no appeal for funds in Shanghai, but it is now felt that perhaps there are people not already contributing to other agencies who, knowing something of the work done for the British Forces during the Great War, might care to send to the General Secretary, 3, Peking Road, a contribution to enable the work to be carried on efficiently and effectively in the places of companionship. North China Daily News.

CHINA MOTOR BUS CO. SUED.

A COLLISION CLAIM.

PLAINTIFF SECURES JUDGMENT.

At the Summary Court yesterday morning a Chinese employee of the Green Island Cement Works sued the China Motor Bus Company for damages to his push cycle and injuries sustained by himself in a collision.

The China Motor Bus Company were represented by Mr. C. A. S. Russ.

Plaintiff said that on May 20th he was cycling from Kowloon City towards Hunghom. When passing the Leather Factory, an approaching bus swerved across the road and collided with his machine. He was thrown to the ground and rendered unconscious. The road was under repair at the spot and instead of going over the filled-in trench the motor bus swerved to the side of it.

Cross-examined by Mr. Russ, plaintiff said the road was 80 feet wide and about half of it was affected by the repairs. He denied that he was riding quickly and swerving from side to side. He swerved to the right when he saw the bus coming towards him as the vehicle left him no room to pass on his proper side.

Gunner W. Brown, of the 15th Light Battery, called by plaintiff, said the cyclist might have passed on his right side. If witness had been in his position he would have gone through and ridden on to the pavement if necessary.

It was admitted by the defence that the bus swerved to avoid the part of the road in question, but the driver said that there was room for the plaintiff, who was proceeding in the opposite direction, to have got past if he had remained on his proper side of the road. Instead of remaining, however, he swerved to the right and made a collision inevitable.

Judgment was ultimately entered for plaintiff.

THREE MOTORING OFFENCES.

DRIVING IN PROHIBITED AREA.

For driving his motor cycle in the prohibited area of Hollywood Road Mr. C. D. Wright, of the Chartered Bank Building, was fined \$10 at the Central Magistracy yesterday.

It was stated that defendant's cycle had knocked a man down and injured him so severely that he was still in hospital. Defendant said that the accident was not due to negligence on his part. He had only had the machine for a few days, and had not been long in the Colony.

The Magistrate remarked that defendant had no right to drive in Hollywood Road.

RAMSHACKLE.

A fine of \$10 was imposed upon Mr. O. F. Ribeiro at the Central Magistracy yesterday for allowing his car to run in a dangerous condition.

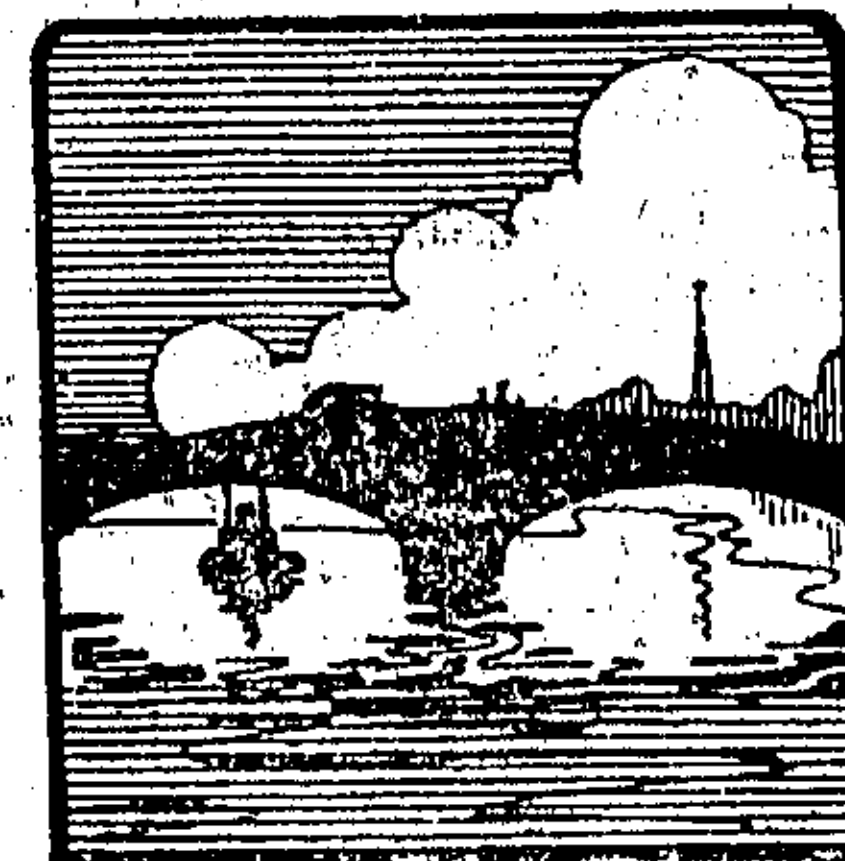
Traffic Sergeant Hopkin described the car as a wreck. A tyre was punctured, the engine was out of order, the wheels were loose and there was no upholstery in the back seat.

Defendant stated that the car had recently been overhauled, and on the day he was summoned he was taking it out for a trial run. The Magistrate informed defendant that he could bring a civil action against the man who carried out the overhaul.

DANGEROUS DRIVING.

Mr. D. L. To Lear, of the Netherlands Trading Society, was fined \$50 at the Kowloon Magistracy for driving his motor cycle dangerously on June 18th. It was stated that defendant drove in Queen's Road at 25 miles an hour.

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COMMERCIAL UNION ASSURANCE CO.

ANNUAL REPORT.

PROGRESS IN ALL DEPARTMENTS.

The annual report of the Commercial Union Assurance Co., Ltd., submitted to the shareholders at the sixty-fifth annual general meeting, held on May 17th gave the following details:—

Fire Department.

The Net Premiums for 1926 amounted to \$3,963,348, being an increase of \$312,897 as compared with the previous year. The Claims paid and outstanding amounted to \$4,738,490. From the Profits of this Department the sum of \$300,000 has been carried to Profit and Loss, leaving the Fire Insurance Fund at \$3,586,191.

Marine Department.

The Net Premiums for 1926 amounted to \$260,190, being an increase of \$63,298 as compared with the previous year. The Claims paid and outstanding amounted to \$229,497. From the Profits of this Department the sum of \$100,000 has been carried to Profit and Loss, leaving the Marine Insurance Fund at \$1,133,937.

Accident Department.

The Net Premiums for 1926 amounted to \$6,908,733, being an increase of \$508,076 as compared with the previous year. The Claims paid and outstanding amounted to \$5,109,947. From the Profits of this Department the sum of \$100,000 has been carried to Profit and Loss, leaving the Accident Insurance Fund at \$5,678,170.

Profit And Loss Account.

From the balance of this Account, amounting to \$1,107,083, the Directors recommended the payment of a final Dividend of Eight Shillings and Threepence per share, free of Income Tax, which with the Interim Dividend of Eight Shillings and Threepence per share, free of Income Tax, paid in November last makes a total Dividend of Sixteen Shillings and Sixpence per share, free of Income Tax, for the year 1926.

Life Department.

The New Business of the year consisted of 3,270 Policies for \$3,714,543, of which \$350,004 was reassured with other Offices, the net amount retained being \$3,364,539. The Premium Income (Single and Annual) applicable to the net new business amounted to \$332,784. The Claims by Death and Maturity amounted to \$600,020, and as a result of the year's transactions the Life Assurance Fund was increased by \$1,258,234 to \$14,249,028.

UNRULY SOLDIERS.

A NUMBER SURROUND A POLICE STATION.

ARRESTED MAN LIBERATED.

NO OFFICIAL SUPPORT FOR ANTI-FOREIGN AGITATION.

[FROM OUR CHINESE CORRESPONDENT.]

Unruly troops have been causing a little trouble in Canton. On Sunday some of them surrounded Police Station No. 2 and affected the release of a soldier charged with having committed an assault upon an old man.

The Canton Authorities are doing everything in their power to prevent the circulation of seditious literature. In view of the rumours of "Red" activity they are maintaining considerable forces on the Hunan-Kwangtung/Kiangsi borders. The most embarrassing problem, however, is the supply of arms and ammunition for the Kwangtung Arsenal at Shikheung, is unable to meet all the demands made upon it.

The appointment of the proposed co-operation between General Chiang Kai Shek and the Christian General has just been made in Canton, but the regular thing is that General Feng Yu Shiang has for a long time past been regarded in the South as a "comrade" of the Kuomintang. Mr. George Hsu Chien, who was at one time considered as a deputy of General Feng, is still looked upon as an ultra-Red.

In labour circles the topic of interest is the attempt being made by the Central Labour Union to secure the proscription of the Workers' Delegate Conference, which has always been regarded as an extremist organisation and one which, before April 15th, was generally recognised as under Bolshevik leadership.

Militarists and politicians of the more influential circles in Canton are not enthusiastically supporting the anti-Japanese agitation. They are also against those seamen who are said to be harbouring a private grudge against British companies. Some of the politicians, it is said, have urged the seamen to stop any anti-British agitation, assuring them that responsible representation will be continued with the object of improving the relationship of the Chinese seamen and their foreign employers. According to an understanding arrived at between some groups of merchants the sale of Japanese goods in Canton will be stopped by July 15th. The merchants arriving at this decision are not those directly interested in Japanese trade.

PASSENGER TRAFFIC.

A Shumee correspondent, writing on June 27th, says: To-day when the *Lungshan* came in some of the passengers were rough, hauled, pushed and abused as they passed through the wharf-gate. It may be that this innovation is an outcome of a meeting held yesterday. I hear that some of the Chinese passengers are marked with paint so that they will be known in the streets. A Chinese friend of mine who came from Hong Kong by one of the Steamboat Company's vessels had, his coat, spoiled by having ink or some other fluid squirted over it. A French priest, who was returning from the Chapel in the City on Sunday was pelted with stones by some roughs. Generally speaking, however, everything is quiet in the City.

Reports last night state that the situation is unchanged, only about a dozen Chinese passengers arriving from Canton during the day. Last night, however, between two and three hundred Chinese made the trip from Hong Kong, apparently undeterred by the hooliganism referred to above.

THE STRIKE THREAT.

C.N.C. BOATS IN HARBOUR.

OFFICERS REFUSE TO DISCUSS THE SITUATION.

THEIR INTENTIONS UNDISCLOSED.

There has, so far, been no settlement of the wages reduction dispute in the China Navigation Company, and, therefore, according to the China Coast Officers and Marine Engineers Guild the men will leave their ships at mid-night to-night.

There is a fairly strong opinion in the Colony, however, that the strike will not be unanimous. It is freely asserted that a number of officers and engineers, particularly among the seamen, are very much against it and will refuse to obey the Guild's instruction. In order to gain, if possible, some definite information on this point a representative of the *Daily Press* visited several of the Company's boats in harbour yesterday, but his inquiries were not particularly successful. No masters were found on board and other officers, although willing to discuss the arguments for and against the strike in general terms, would not state what cases they themselves intended to adopt.

The ships of the China Navigation Company in harbour yesterday were the *Kalgan*, *Chinhua*, *Chenan* and *Tsun*. The *Pungchow*, *Lekong* and *Sachow* are in dock at Taikeo. The *Chongchow* was due to arrive yesterday and was expected to go straight to dock; another arrival the *Hanyang* continued her journey to Shanghai.

The *Chinhua* is due to sail this afternoon for Bangkok and, therefore, will have left before the time fixed for the strike. The *Tsun* is advertised to sail for Hoihow at 10 a.m. to-morrow and will presumably be held up if her officers leave at mid-night to-night. Of the other boats there will be two, the *Kalgan* and *Chenan*, in the stream and the *Pungchow*, *Lekong*, *Sachow* and *Chongchow* in dock.

It was stated on board that the understanding was that the officers would leave their vessels moored safely. Where a vessel is en-route the officers would leave on arrival at the first port providing, of course, a notification was received from the Guilds that the strike was proceeding.

One of the officers emphasised the fact that service on vessels plying between England and foreign ports was much preferable to service on the China Coast. Work on a Blue Funnel liner, he quoted as an example, was much more satisfactory in his opinion. A man could get home for a few days to see his friends. Service on the China Coast meant an absence of five years and he volunteered the information that he never went ashore at any of the ports he touched, except perhaps occasionally to go to the pictures. The argument, of course, was that China Coast service should carry with it a higher rate of pay. It was the idea of higher pay which induced men to join and a reduction in salary was a particularly unpleasant prospect in the circumstances.

Comparisons were freely made with conditions in other Companies and it was pointed out that only two deck officers were carried in most of the ships which meant alternate watches. But when the *Daily Press* representative came back to the real point at issue with the direct question "Do you intend to leave to-night?" the only answer was a smile.

Some of the officers spoke of did not appear to take the matter very seriously and referred to the proposed strike, and particularly to the attempt to get information regarding it, in a somewhat jocular way. One preferred advice. "There are three boats down at Taikeo," he said. "That is where the Bolsheviks are; go and try them. They will probably tell you all you want to know but I won't." But the *Daily Press* reporter found the "Bolsheviks" just as reticent as the others. It is another of those cases where the only thing to do is "Wait and See."

THE CAPSIMUM PASS TRAGEDY.

HARBOUR MASTER'S VIEWS.

"LOCKED GRILLES A GRAVE DANGER TO LIFE."

WHEN A SKIPPER SHOULD BE ON THE BRIDGE.

Yesterday when the inquest on Mr. F. E. A. Martin, Chief Officer of the *Leung Kwong* and others who were drowned as a result of a collision at Capsimum Pass on May 9th, was resumed at the Central Magistracy, the opinion was expressed by the Harbour Master that locked grilles were a source of a danger to life in case of an accident. Also it was stated that the master of a vessel should be on the bridge when navigating dangerous waters. The Government Marine Surveyor agreed that though grilles were useful to keep passengers to their respective quarters, in cases of accident, they were dangerous.

The inquiry was conducted by Mr. R. E. Lindsell, sitting as Coroner, with a special jury comprised of Messrs. F. C. Hall (foreman), W. Logan and J. E. Joseph. The Harbour Master (Lieut. Comdr. G. F. Hole, R.N.) was also on the Bench.

Mr. T. G. Bennett is appearing for the owners, coxswain and crew of the *Moonshee*; Mr. J. K. Hall for the *Leung Kwong*; and also for Mr. Martin, widow of Mr. F. E. A. Martin, who was drowned; and Mr. J. S. Hish Jones for the owners of the *Leung Kwong*.

Mr. Leung Hui Sang, managing partner of the Kwong Fat Ship Building Co., was called in the morning. His evidence was to the effect that the *Leung Kwong* was built by his Company and launched in 1925. For some time after the launching the Kwong Fat Company used the ship on the Wuchow run and subsequently sold her to the Chiat Woo Steamship Company. When the ship was built she was fitted with certain devices in compliance with the Anti-Piracy Regulations. These fittings were put in at the instance of the Government Marine Surveyor. There was a grille over the hatchway between the second and third class compartments and this was fitted on the instruction of the Government Marine Surveyor. This grille had a lock which was also fitted at the instance of the Government Marine Surveyor who gave instructions for the grille to be locked when the ship was under way. When the Kwong Fat Company ran the *Leung Kwong* they had a passenger certificate. This certificate could not be obtained before the grille in question was put in.

Mr. Lindsell: In those days weren't the lower deck ladders always fitted with grilles?—Yes, but they were not usually kept locked. They were only put there to prevent the third class passengers from coming to the second class compartment.

The Coroner: How were you going to keep them out if the grilles were not locked?—There was always a man on watch at the grille.

The Danger Of The Grilles.

In the afternoon Mr. W. Russell, Government Marine Surveyor, was called. He said that prior to the anti-Piracy Regulations, there were only grilles on the ladder running down to the second and third class decks. He could not say whether there was any Government order for them to be locked. The grilles were only to keep the passengers in their respective compartments. There were no anti-Piracy Regulations governing cargo ports. Before 1924, he could not pass the plan of a ship if there were no grilles on the lower deck, but since 1924 that regulation had been rescinded.

Witness said that he would not have given a passenger's certificate if he had found that the grilles between the second and third class decks were locked. The grilles, in witness' opinion, were useful to keep passengers in their places, but they were dangerous in case of an accident.

Harbour Master's Evidence.

Lieut. Comdr. G. F. Hole was then called to the witness box. With the assistance of two models, he demonstrated to the Coroner and jury of the movements of the *Leung Kwong* and the *Moonshee* at the time of and immediately prior to the collision. He based his knowledge on the evidence given by the coxswain of the *Moonshee* and also on the story of the *Leung Kwong*. Furthermore, the chart was marked by the *Moonshee's* coxswain.

Commenting on the *Moonshee's* Harbour Master said that it appeared to him that every movement had been satisfactorily explained. On the other hand the *Leung Kwong* maintained that she had seen the starboard light of the *Moonshee* all the time, and that if the *Leung Kwong* was on the Ma Wan side, then she was on the wrong side of the channel. The evidence given by the *Leung Kwong* was hardly correct. Witness also said that he could not possibly conceive how the *Leung Kwong* could have placed herself in that position.

In answer to the Coroner, Lieut. Comdr. Hole said that certificates are required of all ships carrying passengers away from or into Hong Kong, but these certificates were not necessarily issued here. Certificates of equal value issued by other countries would be recognised.

(Continued on next column.)

LEGISLATIVE COUNCIL.

TO-MORROW'S MEETING.

ILLEGAL STRIKES.

At the meeting of the Legislative Council to-morrow (Thursday) afternoon the Attorney-General will move the first reading of an Ordinance to declare and amend the law relating to illegal strikes and lock-outs, to amend the law relating to intimidation and to branches of contracts of service in certain special cases, to promote the independence of trade unions established within the Colony, and for purposes connected with the aforesaid purposes.

Other business included the second reading of the two Bills introduced at last week's meeting—one dealing with the supplementary sum of \$1,034,822.42 to defray the charges of 1926 and the other with the question of protecting the revenue of the Colony when new duties are proposed.

ALLEGED BULLYING.

CASE FROM S.S. "TIKEM-BANG."

Four Chinese appeared at the Central Magistracy yesterday on a charge of intimidating fellow passengers in the s.s. *Tikem-bang*. Another man who is alleged to have threatened the five complainants with death if they gave evidence in the case was arrested and charged with the other four prisoners.

It was stated that the prisoners threatened bodily harm to the complainants if they did not pay for the space occupied by their baggage on the steamer.

The prisoners were remanded in custody until Thursday.

ISAKO'S CIRCUS.

SPECIAL MATINEE PERFORMANCE.

A special matinee performance in connection with Isako's Circus is to be given to-day (Wednesday) under the patronage of Lady Clementi.

The Circus is remaining here for a short season longer, and each night, with extra matinee performances on Wednesday, Saturday and Sunday's a capital and varied show is put up in the big tent at the Praya East Reclamation Ground, Wanchai.

The entertainments given are novel, and are certainly a good change from other entertainments. Incidentally the tent is refreshingly cool.

RIVER LEVELS.

KWANGTUNG CONSERVANCY BULLETIN.

West River at Shihing: June 26th, 16ft. 6ins.; June 27th, 17ft.; highest level on record 41 feet; lowest on record 0in.

North River at Tsingyuen: June 26th, 9ft. 6ins.; June 27th, falling; highest level on record 28ft. 7ins.; lowest 0in.

North River at Sanshui: June 26th, 9ft. 6ins.; June 27th, 10ft. 2ins.; highest level on record 27ft. 3ins.; lowest 5ft.

East River at Sheklung: June 26th, 4ft. 4ins.; June 27th, falling; highest 15ft. 2ins.; lowest 3ft.

The Coroner also said that it had been brought to his notice that the *Kwong Sai* and *Kwong Tung* had recently made a custom of locking their grilles when going up the river. He directed the Inspector to look into this and to find out why that was done and on whose instructions.

The enquiry was then adjourned till Monday morning when counsel would argue whether the verdict given at the Marine Court would be admissible as evidence. In the afternoon, the Coroner and jury will hear further evidence.

"Leung Kwong" Sold.

At the close of yesterday's hearing, Mr. Lindsell said that he noticed in local papers that there is a possibility of saving the *Leung Kwong* and asked Mr. Hugh Jones, if that was correct. After enquiring from his client, Mr. Hugh Jones, said that the ill-fated vessel had been sold as she lies. Her new owner had made attempts to save her, and had actually "picked her up and dropped her again."



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JUST PUBLISHED:

COMMON HONG KONG FERNS.

Illustrations and Descriptions of forty-two Common Hong Kong Ferns.

By L. GIBBS. Price: \$2.50.

This little work is an attempt to meet the call for books dealing with the Natural History and Botany of the neighbourhood. The only works on Hong Kong botany so far published are Benham's "Flora Hong Kongensis" published in 1891 and now out of print and Dunn and Tutcher's "Flora of Kwangtung and Hong Kong" which is little more than a list of the known plants.

"Common Hong Kong Ferns" gives illustrations of 42 of the ferns more commonly found in the Colony with short descriptive text where necessary to point out special features and an introduction dealing with ferns at large and the place they take in the vegetable kingdom.

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THE BOOKSHOP.

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NEW ADVERTISEMENTS.

BANK HOLIDAY.

IN accordance with Ordinance No. 5 of 1912, the EXCHANGE BANKS will be CLOSED for the TRANSACTION of PUBLIC BUSINESS on FRIDAY, the 1st JULY. Hong Kong, 29th June, 1927. [5093]

MACAO RACES.

THIRD EXTRA RACE MEETING: SUNDAY, 3rd JULY, 1927. (WEATHER PERMITTING).

FIRST SADDLING TIME: 1.30 P.M.
Entrance to Public Enclosure 40 Cents.
Entrance to Members' Enclosure \$2.00.

SPECIAL FARES FOR RETURN SALOON PASSAGE \$5.00.

RACE STEAMERS.

TO MACAO:
S.S. "SUI AN" 9 A.M.
S.S. "TAI SHAN" 10 A.M.
FROM MACAO:
S.S. "SUI AN" 3 P.M.
S.S. "TAI SHAN" 6 P.M. [5094]

NOTICE OF REMOVAL.

ON MONDAY, 27th JUNE, 1927, the Offices of BRITISH AMERICAN TOBACCO CO. (CHINA), LTD., will be REMOVED to SIXTH FLOOR, P. & O. BUILDING, CORNAUGHT ROAD CENTRAL. Hong Kong, 29th June, 1927. [5094]

THE HONG KONG LAND INVESTMENT & AGENCY CO., LTD.

NOTICE OF REMOVAL.

NOTICE IS HEREBY GIVEN that the above-named Company has THIS DAY TRANSFERRED its Office to 3, CHATER ROAD (QUEEN'S BUILDING, 3rd Floor). Hong Kong, 27th June 1927. [5076]

INDO-CHINA STEAM NAVIGATION CO., LIMITED.

THE FORTY-SIXTH ORDINARY GENERAL MEETING of the Company will be held at the Office of the General Managers, Messrs. JARDINE, MATHESON & Co., Ltd., Pedder Street, Hong Kong, on MONDAY, the 27th JULY, 1927, at 11.00 A.M. for the purpose of receiving the Report of the Directors, passing the Accounts, and electing Directors and Auditors. The TRANSFER BOOKS of the Company will be CLOSED from the 18th JULY to 27th AUGUST, 1927. Both Days inclusive.

By Order of the Board,
JARDINE, MATHESON & Co., LTD.,
General Managers.
Hong Kong, 24th June, 1927. [5072]

THE HONG KONG AND KOWLOON TAXICAB CO., LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the HONG KONG AND KOWLOON TAXICAB COMPANY, LIMITED, will be held at the Office of the Company, 35, Des Voeux Road Central, on TUESDAY, the 5th DAY OF JULY, 1927, at 12 o'clock Noon, for the purposes of considering, and if approved, of passing the following Resolution as an Extraordinary Resolution, viz:—

"That the Hong Kong and Kowloon Taxicab Company, Limited, be wound up voluntarily and that Mr. H. H. CLELAND, C.A., of Messrs. LOWE, BURNHAM & MATTHEWS, be and is hereby appointed Liquidator for the purpose of such Winding Up."

AND NOTICE IS HEREBY GIVEN that should the foregoing Resolution be passed by the requisite Majority it will be submitted for confirmation as a Special Resolution at a Further EXTRAORDINARY MEETING, and such Meeting will be held on WEDNESDAY, the 20th DAY OF JULY, 1927, at the Same Time and Place for the purpose of considering, and if thought fit, confirming such Resolution as a Special Resolution accordingly.

By Order of the Board,
SUN PAK-MING,
Chairman.
[5077]

WE negotiate small or large lots of local shares, Shanghai or Singapore Rubber Stocks, also Banque Industrielle Gold Bonds, etc.

HONG KONG SMALL INVESTORS, Tel. C. 4880.

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INTIMATIONS.

TIENTSIN CLUB.

STEWARDS Required at An Early Date. Must have had Experience of Catering, Supervision of Chinese Staff, etc., etc. Bachelor preferred. Quarters and Board provided. Applications to be addressed by Letter accompanied by Testimonials (Copies only) to the SE. RETAIRES.

By Order of the Committee,
Tientsin, June 11th, 1927. [5075]

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London Office: 21, Bride Lane, Fleet Street, E.C. 4.

The Daily Press.

Hong Kong, June 29th, 1927.

THE SITUATION IN THE NORTH.

The military situation in the North is frankly unintelligible to the foreigner. It is possible, of course, to state where the armies are and to give some estimate of their relative strength but no one can judge, from the news now being received, who are allies and who are enemies. The facts of the case appear to be that each general is intriguing with all the others in turn with the object of establishing and consolidating his own position. Questions of policy and principle play very little part in the negotiations. No one seems to have any definite policy, and principles are adopted or forsaken according to the needs of the moment. In the circumstances it is useless to forecast probable results of the fighting or even to venture an opinion as to which factions will ultimately act in co-operation or, having joined forces, for how long they will continue to remain friends. The position is a fluid one and the strangest alliances may yet be seen before China can claim anything approaching unity in her Government.

A few weeks ago it was considered highly probable that Hankow and Nanking would settle their differences and present a united front to the North. As a variation to this there was the possibility that a united Kuomintang would remain content with the control of

INTIMATIONS.

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HONG KONG. [50]

China South of the Yellow River and enter into some sort of compromise with CHANG TSO LIN. A third alternative was that CHIANG KAI SHEK and CHANG TSO LIN, both swearing vengeance on the Bolsheviks, would eliminate the Hankow group and ultimately partition the country between them, reserving, perhaps, special spheres of influence for their own chief subordinates. CHANG TSO LIN has recently declared a profound belief in the doctrines of the late Dr. SUN YAT SEN. This would seem to indicate that he is perfectly prepared to come to terms with someone and this someone is obviously CHIANG KAI SHEK. Both have declared that their sole aim is to relieve China of the Communist incubus. Both want "Government of the people, by the people, for the people," so that there is nothing which should keep them apart. CHIANG KAI SHEK has sent an ultimatum to Hankow telling them to get rid of their labour agitators, Soviet advisers and "Red" generally. This would appear to be the first step in a campaign against the Hankow Government, and the next should be an attack upon them. But the outlook is obscured by the simple fact that Hankow appears to be trying to do what it is told. There are persistent rumours that Borobin will be dismissed and that many of the extremists will go with him. In short there is to be a "cleaning-up" in Hankow similar to that which has recently taken place in Canton. If this happens there will be nothing on the surface for which the armies need fight at all. The bone of contention "Bolshevism" having disappeared, there is no reason why the different sections should not come together and decide upon some form of Government agreeable to all.

This might possibly be the outcome in another country, but not in China. There is no one who expects such a wonderfully happy result. Why? Because no one places the slightest faith in the declared political beliefs of any of the military leaders. The political regeneration of China is the last thing for which they are fighting. They will make concessions and compromise when necessary to secure temporary advantages, but their ultimate aim is power and the wealth which control of a large territory brings with it. If the civil war ended with so many rivals in the field it would be sure to break out again very shortly. It is, in effect, how a war for the elimination of unnecessary leaders. WU PEI FU has disappeared, SUN CHUAN FANG has been stripped of his provinces. CHANG TUNG CHANG's reputation, such as it was, has suffered considerably. But there remain CHANG TSO LIN, CHIANG KAI SHEK, FENG YU HSIAO, TANG SENG CHU, and a number of others. How they will group themselves it is impossible to say but there will be little hope of peace before one or two more have been driven into retirement.

Yesterday being settlement day no quotations were issued by the Hong Kong Stock Exchange.

A Chinese woman living in Lowai village, Chimmun district, has reported the theft from her house on Monday night of money, clothing and jewellery worth \$153.

Mr. C. A. Ribeiro, of No. 13, Grange Road, Kowloon, has reported to the police that some time between 4 and 8 o'clock on Monday night someone stole from his house an 8-day clock worth \$20.

A Chinese who was found in the act of preparing gunpowder in a matshed at Kowloon Tong was yesterday fined \$200 or three months' hard labour at the Kowloon Magistrate's Court. On a charge of unlawfully possessing ten cartons of gunpowder he was fined \$20.

The ordinary yearly meeting of shareholders of the Hong Kong Amusements, Ltd., will be held to-day, at noon, at the Queen's Theatre. This meeting will be followed by an extraordinary meeting, at which a resolution will be submitted to alter a certain Article of Association of the Company.

Passengers departing for the North last night by the *President McKinley* included Mr. H. E. Bethick of the Standard Oil Co., the Rev. R. B. Blakeney of Poochow, Mr. and Mrs. H. McClure of the Lingnam University to America, Mr. R. L. Lewis, a rubber planter of India, is en route to Europe.

A Chinese woman was sent to the Kwong Wah Hospital suffering from scalp wounds, caused by pellets skimming her head in the Pak Yuen Valley, An Tau district, New Territories. A building contractor was on Monday out shooting game, and discharged his gun into a swamp without noticing that the woman was working there.

Police Lance Sergeant Humphries was on Monday afternoon taken to the Government Civil Hospital suffering from injuries to his right leg as the result of a motor accident. He was riding his motor cycle down Stubbs Road when it skidded at the junction of Morrison Hill Road and the officer was thrown heavily. The leg was injured by the machine falling on it.

A large party of members and friends of St. Peter's Young Men's Club made the trip to Repulse Bay last night by launch, which left Queen's Pier at eight o'clock. There was an orchestra on board which played during the trip to the bathing venue and on the way home. The party arrived back at about 11.30 p.m. To-night at the Club house Dr. Osman is lecturing on "Our Secret Enemies," his address illustrated with lantern

The driver of the taxi which knocked down the five-year-old daughter of Sub-Inspector and Mrs. Phillips recently and injured her, was convicted on charges of dangerous driving and driving a vehicle without independent and efficient brakes. Defendant stated that he was unable to stop in time when the child ran out from behind a stationary bus. He was fined \$100 on the first charge and \$25 on the second. His licence was endorsed and suspended for six months.

Following the suspension during the week-end of the Colony's only taxi-cab service, a meeting of the shareholders of the Hong Kong and Kowloon Taxicab Company, Ltd., has been called for Tuesday next. The directors have decided to suggest that the Company should go into voluntary liquidation. The Taxicab Company has been in difficulties for some time past. In the event of the winding-up of the Taxicab Company Mr. H. R. Cleland, C.A., is to be appointed liquidator.

In connection with the second promenade concert to be given at Lee Gardens, East Point, on Saturday evening by the Band, Pipers and Drummers, etc., of the 1st Cameronians, the charge for admission has been reduced to \$1, with Service men in uniform at half price. Last Saturday \$1.50 was charged. The reduction should certainly result in a very much larger audience. In addition to the concert there will be the many other attractions in the Gardens which can be visited during intervals in the programme.

There was a meeting of the Sanitary Board yesterday afternoon, but no business of public interest. No objection was raised to the erection of a public latrine, a private undertaking, at Kowloon City, which it was stated would be much better than the existing one. Those present at the meeting were Mr. N. L. Smith (President), Dr. S. W. Tso, Mr. Wong Kwong Tin, Dr. S. C. Ho, Mr. J. P. Braga, the Hon. Mr. H. T. Jackman (Director of Public Works), Dr. J. C. MacGown, Dr. G. W. Pope (Medical Officer of Health) and Mr. D. Davies (Secretary).

FORTHCOMING MARRIAGE.

MR. H. C. BURGESS AND MISS HARRANFT.

The marriage is to take place in the United States in September of Mr. H. C. Burgess, of Messrs. Thos. Cook & Son, Ltd., Hong Kong, and Miss Marion A. Harranft, of Norristown, Pennsylvania, U.S.A.

Mr. Burgess is a well-known cricketer, and also a member of the Hong Kong Volunteer Defence Corps. He met his future bride while she was on a trip to the Orient last year.

Miss Harranft is the daughter of the late Mr. Samuel C. Harranft and granddaughter of the late General John F. Harranft, U.S.A., who was Governor of Pennsylvania. She is a graduate of Chevy Chase School, Washington, Mr. Burgess is the son of Mr. C. P. Burgess, of Kent, England.

Mr. Burgess plans to leave by the s.s. *Empress of Russia* on August 24th. He will later return to Tientsin with his bride, where he has recently been appointed manager of Messrs. Cook's branch in that city.

ACCIDENT TO GENERAL WOODS.

Two ribs broken aboard "MADISON"

Rapid City, S.D., June 23rd.—Governor General Wood, who arrived here this afternoon to confer with President Coolidge, broke two ribs while aboard the *President Madison* en route from Manila to Seattle. It was revealed by his physician, Capt. Lindsay Fletcher, to-day.

Governor General Wood was evidently suffering considerably from this accident when he left the train at Rapid City this afternoon. He came down the steps slowly and with evident difficulty.

The accident aboard the *Madison* occurred when a sudden lurch of the ship threw Governor General Wood against the rail. Capt. Fletcher said: "The breaking of his ribs, coupled with the severe shake-up which he underwent in the Philippines when his car left the road en route from Baguio to Manila, a few weeks before he sailed, have proved a setback to the Governor General's condition."

Notwithstanding this Governor General Wood plans nevertheless to return to the Philippines in September, it was declared by Major Burton Y. Read, aide de camp, shortly after the Wood party arrived here to-day.

A 70FT. DROP.

AUSTIN-SEVEN SMASHED.

MR. J. CHATTERTON'S NARROW ESCAPE.

Mr. J. Chatterton, of the P. & O. Bank, had a narrow escape from very serious injury on Saturday when the Austin-Seven car he was driving fell over the embankment on Broadwood Road, down a distance of some seventy feet.

Mr. Chatterton, who resides at the Ridge, Broadwood Road, was driving his car home and while backing on to a small plateau on the right hand side of the road, which is used as a parking place, the accident occurred. Mr. Chatterton was thrown out of the car as it commenced its downward flight, and sustained severe cuts and bruises, but no other injury.

The car, which was new five weeks ago, was wrecked and had to be taken apart before it could be salvaged.

DEATH FROM CONCUSSION.

JAPANESE DOCTOR CRITICISED.

Yesterday at the Central Magistrate's Court Major C. Willson held an enquiry into the death of a Chinese school girl.

The deceased was 12 years of age and on June 14th had a fall from the staircase while at school. A Japanese doctor was called in to see her the next day. She was unconscious and the pupils of her eyes were dilated.

The Japanese doctor said that he wanted to give her an injection but the girl's mother objected. He left without prescribing for her, and the next day he was informed that the girl had died. He issued a certificate that death was caused by cerebral concussion.

Asked by the Coroner why he did not hold a post-mortem examination and by what means he diagnosed the cause of death, the Japanese doctor said that it did not occur to him that a post-mortem examination was necessary. He diagnosed the cause of death by a swelling on the top of the deceased's scalp and also on the information that the girl had a fall.

In returning a verdict that death was caused by cerebral concussion, the Coroner remarked that the doctor should have communicated with the Police so that the deceased could have been taken to the Mortuary for a post-mortem examination.

OUR TRAFFIC BEACON.

AIR "THE MULBERRY BUSH."

[WITH APOLOGIES OF THE MOST PROFOUND TO THE C.S.P.]

Here we go round the Beacon Light,
The Beacon Light,
The Beacon Light,
It keeps on revolving from left to right
In Pedder Street in the morning.

Pedestrians walk on the lines of white,
Lines of white,
Lines of white,
The Cop, if they don't, is not polite
In Pedder Street in the morning.

The Motorists come from near and far,
Near and far,
Near and far,
They none of them know where the — they are
In Pedder Street in the morning.

When they see the red light they stop with a jar,
Stop with a jar,
Stop with a jar,
Thank Heaven that I don't drive a car
In Pedder Street in the morning.

If crossing the road has got to be done,
Got to be done,
Got to be done,
Your only chance is to go at a run
In Pedder Street in the morning.

The little boys laugh to see such fun,
See such fun,
See such fun,
Till the Cop is tempted to pull his gun
In Pedder Street in the morning.

I went down there on a murky night,
Murky night,
Murky night,
To see if I'd got the drill quite right
In Pedder Street in the morning.

But the Beacon walked round on those lines so white,
Lines so white,
Lines so white,
And it whispered to me "You fool, you're tight!"
In Pedder Street in the morning.

So what shall we do with the Beacon Light,
The Beacon Light,
The Beacon Light?
I'll give you one guess. You're all quite right,
In Pedder Street in the morning!

E. W. H.

HEALTH OF THE COLONY.

TEN FRESH CASES OF ENTERIC LAST WEEK.

Last week there were ten fresh cases of enteric fever and 8 deaths. Six were Chinese and one each, British, American, French, and Dutch. Apart from this complaint the returns were satisfactory. Only one fresh case of small-pox (Chinese) was reported but there were two deaths. There were also one case of typhoid (Norwegian), one of puerperal fever (Chinese), and one of diphtheria (Indian).

Returns for Monday were not so satisfactory there being two cases each of small-pox, enteric and cerebro spinal fever. All were Chinese except one Indian case of enteric.

AIR MECHANIC'S DEATH AT Y.M.C.A.

FUNERAL YESTERDAY EVENING.

Air Mechanic E. Davis of H.M.S. *Hermes* collapsed and died last night in the Kowloon Y.M.C.A. Davis engaged a room at the Institution on Sunday and remained in it all next day. On Monday he complained that he was feeling ill, and before medical attention could be summoned he had collapsed. Dr. J. C. MacGown, a naval surgeon of H.M.S. *Delhi* were summoned but he died soon after the arrival. The body was removed to the Naval Hospital mortuary.

A packet of cyanide of potassium was found in one of the man's pockets.

The funeral took place at Happy Valley yesterday with honours and was attended by fellow R.A.F. men and Naval ratings.

WEATHER REPORT.

Yesterday's weather report, forecast and remarks, issued by the Royal Observatory at 5.30 p.m., stated:—

A weak anti-cyclone is situated in the Pacific between Japan and the Bonins. Pressure is relatively low over the Southern part of the area with a depression over Tongking.

LOCAL FORECAST.—S.E. winds, moderate, fair to showery.

DICTATOR CHANG TSO LIN AGAIN ASKS SHANSI'S GOVERNOR TO MEDIATE.

HSUCHOW CONFERENCE DETERMINES OBJECTIVES OF FENG AND YEN'S TROOPS.

SOUTHERN FORCES ADVANCING FROM HSUCHOW TOWARDS SHANTUNG.

Dictator Chang Tso Lin is reported as being again eager for Shansi's "Model Governor" to mediate between the North and South.

Hsuehchow Conference decided that the Shansi troops shall attack Chang's troops in Chihli.

Feng Yu Hsiang's troops have also received their orders with regard to this "punitive expedition."

Chiang Kai Shek's troops are at last emerging from Hsuehchow, and are reported to be moving along the Tientsin-Pukow Railway towards Shantung.

AMERICAN MARINES AND CHINESE CUSTOMS STAFFS OF SHANGHAI.

[THROUGH REUTER'S AGENCY.]

SHANGHAI, June 28th.

Five hundred U.S. Marines with five aeroplanes arrived aboard the *Chamorro* yesterday night. It is understood that General Smedley Butler, with a further detachment of 1,000 Marines, is due here shortly.

YENCHOW NOT YET "SURROUNDED."

(Wah Tsz Yat Pao.)

SHANGHAI, June 28th.

Although it has been reported on two occasions that the Southern Army has surrounded Yenchow, it is now stated that they are still engaging with the Shantung troops at Lincheng and Hsuehchow.

A general advance of the Southerners at Hsuehchow has begun along the Tientsin-Pukow Railway towards Shantung.

General Shanmashi is reported to have gone to Shanghai from Tientsin by steamer on the 27th inst. After a short sojourn there he will go to Nanking for the purpose of interviewing the Kuomintang authorities.

[NAVAL WIRELESS.]

YANGTSE PORTS.

Resumption of Trade "On a Small Scale."

SHANGHAI, June 27th.

The Yangtze Valley remains perfectly quiet, and trade is being resumed on a small scale.

Shanghai is normal, and there is nothing to report.

Chiang's Ultimatum.

HANKOW, June 27th.

No further information concerning General Chiang Kai Shek's ultimatum, and the conference in connection therewith, is yet available.

MRS. BORODIN'S TRIAL.

PRELIMINARY HEARING BEGUN.

PEKING, June 18th.

At one o'clock on Friday afternoon Judge Mo of the Peking High Court opened the preliminary examination of the case of Mrs. Borodin and the three diplomatic couriers. According to the Chinese criminal procedure the preliminary examination, in contradistinction to the formal trial, is not open to the public, those present being only the judge and his interpreter, secretary and clerks, the prisoners themselves and their lawyers.

Mrs. Borodin and the three couriers are represented by Messrs. Ma Teh Gen, President of the Peking Bar Association, and Kuo Ting Pao, a Tientsin lawyer and by Mr. A. J. Kantorovich, formerly Legal Adviser to the Embassy of the U.S.S.R. to China. The latter, although not a member of the Peking Bar, was admitted by the Court as a legal representative of the accused.

Dr. C. J. Fox, an American lawyer whose application was rejected by the Court, continued to work on the case unofficially. The first sitting of the preliminary examination lasted three and a half hours during which the accused were questioned by the judge with the help of an interpreter, as to their names, nationality, occupations, etc.

At the close of the sitting counsel requested the Court to make available certain documentary evidence and to summon witnesses whose evidence is considered indispensable for the further proceedings.—*Tass*.

THE PACIFIC FLIGHT.

U.S. FLYERS ABOUT TO START.

[REUTER'S AMERICAN SERVICE.]

WASHINGTON, June 28th.

Lieutenants Maitland and Hegenberger intend starting in the morning on their non-stop flight from San Francisco to Hawaii.

SOUTH AFRICA'S FLAG.

DESIGN UNACCEPTABLE TO UNION GOVERNMENT.

[THROUGH REUTER'S AGENCY.]

CAPETOWN, June 27th.

The Senate read the Flag Bill for the third time, after adopting by 17 votes to 12 an amendment proposing, as a substitution for the Government's flag design, another design, consisting of the Union Jack, the old Free State flag the Transvaal "Vierkleur," and four silver stars on a blue field representing the provinces, divided quarterly by a silver cross.

General Hertzog intimated that the proposed design was unacceptable to the Government, since such a flag would be merely the British Ensign.

It therefore appears inevitable that if the Assembly reject the Senate's amendment this will mean that the Bill will have to be passed again by both Houses, probably at a special session in November, whereafter, if the Senate persists in its present attitude, a joint sitting of both Houses will have to be held before the Bill is finally passed.

BRITISH COMMUNIST CHILDREN.

NOW IN RUSSIA.

[THROUGH REUTER'S AGENCY.]

LENINGRAD, June 27th.

The delegation of English Communist children have arrived in good health despite a stormy voyage from London. They were ovated by a crowd at the pier.

The children will proceed to Moscow after a short stay here.

MOTOR FATALITY.

U.S. JOURNALIST AND WIFE KILLED.

[THROUGH REUTER'S AGENCY.]

BELGRADE, June 27th.

The American journalist, Mr. Edgar Aldrich, and his wife, who were engaged in a tour of the world, have been killed in a motor accident near Sarajevo.

CHAMBERLIN AT WARSAW.

[THROUGH REUTER'S AGENCY.]

WARSAW, June 27th.

The U.S. Atlantic flier Chamberlin, with his companion Levine, arrived here from Marienbad, and had a most cordial welcome.

He was officially greeted by the civil authorities and by Mr. Stetson, the United States Minister.

SCHOOL REGULATIONS IN CHEKIANG.

ANTI-CHRISTIAN ACTION.

VERY LITTLE EDUCATION THE RESULT.

SHAOSHING, June 20th.

Christian educational circles are not a little disturbed at the regulations recently promulgated by the provincial educational authorities for taking back all the schools managed by foreigners. The regulations provide that:

1.—These schools must be transferred either to Chinese groups, or Chinese individuals, by September 1st, 1927.

2.—This transfer shall be made unconditionally.

3.—Memorials may be established in the schools for foreigners of true merit, either by the school authorities themselves, or by the Provincial Government.

4.—After the transfer foreigners may not be members of boards of directors, or hold the office of principal.

5.—Foreign educational institutions after being closed up shall be treated on the same basis as private schools.

While the Government is showing great activity in its efforts to suppress mission schools the condition of its own school is not reassuring. The second primary school of the city has its third principal since March 1st and every principal in the city but one has been changed since the coming of the Nationalists. The enrolment in the schools is greatly reduced, and the payment of teachers' salaries irregular.—*North China Daily News*.

BRITISH GOVERNMENT'S FINANCIAL POLICY.

STATEMENT BY THE CHANCELLOR OF THE EXCHEQUER.

[BRITISH WIRELESS SERVICE.]

RUOBY, June 27th.

The Government's currency policy was discussed during the debate in the House of Commons to-day.

The Chancellor of the Exchequer said that their policy had been the re-establishment of the gold standard and the maintenance, as far as possible, of the stability of currency and their international exchanges. That policy had carried with it a steady correction in the dispersion of prices of various commodities. Nothing was more important to the well-being of a country than a correct variation in terms of money of different forms of effort. The spread of prices had been quite normal in the years immediately after the war and, gradually, as we had come into a more harmonious and settled condition of demand, dispersion had markedly diminished in the establishment of the gold standard. The Government believed that commodities had been brought into truer relation as the result of the adoption of the gold standard, with its ballasting effect on money values and exchanges, and there had been a substantial diminution in cost of living, affecting as it did the purchases of every household in the country.

Referring to the policy of a managed currency for the balance of the gold standard, which some experts favoured, he asked whether the Party supported gold standard or not.

Mr. W. Grahame, Financial Secretary to the Treasury in the Labour Government, said he was an enthusiastic supporter of the gold standard but he also supported the plea for the general inquiry which a former Chamberlain and Reginald McKenna had advanced.

Mr. Churchill said he did not think a sufficient case had been made out for an inquiry into the whole question of British banking arrangements. They had the report of the Cunliffe and Bradford Committees, and it was on their recommendation that the Government policy was based.

Referring to the Geneva resolution and the gold movement, which had recently taken place on the initiative of the Bank of France, Mr. Churchill agreed that these withdrawals had prejudicially affected the money markets and rates at which the Treasury would borrow, and it might be held they had exercised a deterring effect upon the reduction of the bank rate and, consequently, on the movement of trade. This, however, was a matter in which the bankers of France and England were principally concerned. Co-operation between the heads of these great national banks had increased. At the present moment the Governor of the Bank of England and the Governor or Deputy Governor of the Bank of France were travelling to the United States to see the Governor of the Federal Reserve Bank and Dr. Schacht, head of the Reichsbank, was travelling in the same ship. We should see for the first time, in this intimate manner, the highest financial authorities of Germany, France, Great Britain and the United States in amicable consultation and co-operation. It would be premature to say, and he had no warrant for saying, what results might be expected from their deliberations.

[THROUGH REUTER'S AGENCY.]

ROYAL TOUR.

DUKE AND DUCHESS OF YORK HOME AGAIN.

[BRITISH WIRELESS SERVICE.]

RUOBY, June 27th.

Despite of rain immense crowds thronged the London streets to welcome home the Duke and Duchess of York from their great tour. Their Royal Highnesses drove in semi-state open carriages, so that the thousands who came to greet them should not be disappointed and throughout the mile drive from the station to Buckingham Palace there was a continuous roar of cheering.

The King and Queen met the returned travellers at the railway terminus where there was a touching reunion. The Queen repeatedly kissed the Duchess and when the Duchess curtsied low to kiss the Queen's hand in a more formal manner Her Majesty raised her hand and again embraced her.

The King, Queen and Princes took a shorter route to the palace and the Duke and Duchess, who had readily agreed to making a more formal progress by way of Whitehall and the Mall, had an over whelming reception on leaving the station.

No formal speeches were made on reaching London, but the Duke had already, at Portsmouth, recorded his impressions of the reception he and the Duchess had been accorded throughout the tour.

Replying to an address from the Mayor of Portsmouth, he said: "We share with you the hope that the mission, which we have just completed, will serve to draw still closer the bonds which unite this country with other portions of the Empire. At every place we have visited we have been deeply moved by the demonstrations of affectionate loyalty to the Throne, with which we have been greeted. They far exceeded anything we had imagined, and throughout the tour we have been conscious of one thing, that we were among our kith and kin."

Referring to the inauguration of Australia's new capital Canberra, he said: "Memory of that historic ceremony will ever remain fresh in the minds of all who were present and I am confident that it marks the opening of a new and glorious epoch in the history of Australia."

[THROUGH REUTER'S AGENCY.]

ENTHUSIASTIC CROWD.

LONDON, June 27th.

The Duke and Duchess of York arrived home aboard H.M.S. *Renown* after their Empire tour.

The Prince of Wales, Prince Henry and Prince George greeted them at Portsmouth, and their Majesties, the King and Queen, Cabinet Ministers, and high officials of the Services and Embassies, met them at Victoria station where huge crowds gave them a tumultuous welcome.

The enthusiasm of the gathering outside Buckingham Palace came to a climax when their Majesties, with the Duke and Duchess, appeared on the balcony and it was observed that the Duchess was carrying her baby daughter, Princess Elizabeth.

SERIOUS FIRE IN THE "RENOVN."

TWELVE HOUR FIGHT IN AN "INFERNO."

May 28th.

Appreciable danger threatened the battle-cruiser *Renown* and her royal passengers on the afternoon of May 28th, when a serious fire broke out in one of the boiler rooms. The fire lasted 12 hours.

Magnificent bravery was shown by the engineer officers and men, who repeatedly entered the inferno of flames, steam and oil fumes in superhuman efforts to prevent the fire from spreading.

Captain Sullivan subsequently issued the following statement:—"An oil-fuel fire occurred on board in one of the six boiler rooms. Such fires are provided against in the design of all oil-fired ships, but there was naturally some anxiety until steps had been taken to prevent the fire from spreading. In this case there was considerable difficulty as the fire was in the least accessible part of the boiler room, but the ship's organization was equal to the task."

—*Reuter*.

OBITUARY.

U.S. FINANCIER AND OIL MAGNATE.

[REUTER'S AMERICAN SERVICE.]

NEW YORK, June 28th.

The death is announced of Mr. Henry Clay Pierce, a famous financier and oil magnate.

FRANCE'S BUDGET.

PREMIER'S STATEMENT.

FINANCIAL POSITION IMPROVED.

[THROUGH REUTER'S AGENCY.]

PARIS, June 27th.

M. Poincare, in a statement on the Budget for 1928, said the revenue will be 42,100 millions of francs and the expenditure 41,927 millions.

The expenditure would be increased 1,290 millions of francs as compared with 1927, mainly owing to the betterment of the positions of officials and modification of the military organisation, but the Budget was balanced by a reduction of 1,074 millions in the public debt.

[THROUGH HAVAS AGENCY.]

FURTHER DETAILS.

In his Budget statement for 1928, M. Poincare declares that the financial situation has improved, but is still far from definitely stabilised. He stresses the necessity of maintaining a strict balance.

The Budget provides 42,100,000,000 francs as receipts and 41,927,000,000 francs as expenditure.

The establishment of the Budget is based on the principle that the present taxes should be maintained without any change.

The expenditure shows, comparatively, that in 1927 there was an excess of 1,986,000,000 francs owing chiefly to increasing wages of State officials and to reorganization of the military forces.

As the present taxes could not cover the increase in expenditure, a balance will be maintained by substantial economies in the service of the Public Debt. Such reductions amount to 1,974,000,000 francs as against 1,927,000,000.

MOSCOW SHOOTING AFFAIR.

ASSAILANT RECENTLY RELEASED FROM PRISON.

[THROUGH REUTER'S AGENCY.]

MOSCOW, June 27th.

Orlov, chairman of the Moscow department of the Military Tribunal, was wounded with a revolver shot which was fired inside the Tribunal premises.

The assailant has been arrested.

The Assailant.

MOSCOW, June 28th.

Orlov's assailant was an employee in the War Department, named Benckendorf, recently released after serving a sentence of 2½ years' imprisonment, imposed by Orloff. Benckendorf had shown signs of insanity and had been placed in an asylum. Orlov's wound is not dangerous.

BRIXTON BY-ELECTION.

SEAT RETAINED BY CONSERVATIVE.

[THROUGH REUTER'S AGENCY.]

LONDON, June 27th.

At Brixton by-election, owing to the raising to the Peerage of Sir Davidson Dalziel, Bart., the result of the polling was:

Mr. N. Colman (Conservative) 10,368
Mr. J. Adams (Labour) 6,932
Mr. F. J. Laverack (Liberal) 5,134

LATER.

Since The General Election. [At the last election, Sir Davidson Dalziel polled 15,785; Mr. Adams 7,210, and Mr. Laverack 4,871.]

Brixton was the thirty-second by-election since the General Election. Only one was uncontested (Cambridge University).

The Conservatives won 17, Labour 11 and Liberals 4.

Labour gained 6 seats from the Conservatives and 1 from the Liberals; the Liberals 1 each from the Labourites and Conservatives while the Conservatives gained one from the Liberals.

THE NAVAL CONFERENCE.

A LITTLE HITCH.

VARIOUS OPINIONS EXPRESSED.

[THROUGH REUTER'S AGENCY.]

LONDON, June 27th.

The main difficulty of the naval limitation conference at Geneva appears to be the British desire and the American refusal to discuss the reduction of capital ships, and, according to inspired newspaper statements from New York, the American insistence of complete parity of naval strength with Great Britain.

Statements by the delegates of all three Powers are published to-day, denying reports of a deadlock, and exhorting patience with the conference, where three distinct proposals are the basis of discussion, compared with only one at the Washington Conference.

It is significant, however, that Mr. Hugh Gibson, of the United States, in denying that he had asked for fresh instructions from Washington, as he already possessed instructions, reiterated the view that capital ships were outside the scope of the conference.

Mr. W. C. Bridgeman said that a good many points of agreement had been reached, but some of the British proposals were such that neither of the other Powers was able to give decisions without reference to its Government.

Viscount Saito expressed confidence in the conference reaching complete agreement.

[REUTER'S AMERICAN SERVICE.]

British Reply To U.S. Press Comment.

NEW YORK, June 27th.

The British Consul General, on behalf of the British Ambassador, has issued a lengthy statement in reply to American Press criticisms of the British attitude at Geneva.

The Consul General denies that the British proposals as regards battleships and cruisers are inconsistent with the spirit of the Washington Treaty, or constitute

a change of front, and adds that it is impossible for experts to construe the British proposals as regards submarines as an attempt to shut out the United States from the Far East or anywhere in the world.

Dealing with the theory ventilated by the Geneva correspondents that armed merchantmen can be converted into a powerful fleet capable of meeting armed cruisers, he emphasises that the American delegation has not advanced this view, while Admiral Jellicoe has remarked "This is a landsman's idea."

No Alterations Wanted.

WASHINGTON, June 27th.

The American Government's decision not to alter the provisions of the Washington arms conference treaty with only three Powers represented at Geneva, is reiterated to-day.

Suggestions from Geneva that a five-Power conference, including France and Italy, might be called when the present discussion has ended, to consider the British proposal to revise the Washington agreement, has found little support in official circles.

It is pointed out by the State Department that Italy and France were invited to the present conference, and will still be welcome.

[THROUGH REUTER'S AGENCY.]

"Satisfactory Progress."

The Technical Committee of the conference had a three-hour discussion, after which the American delegates said that things were going well.

The discussion was most friendly. An official communiqué says that very satisfactory progress was made.

The important question of deciding the particular types of vessels of small combatant value to be excluded from limitation will be agreed upon at the conference.

The proceedings showed a marked desire on the part of the delegations to meet each other's views.

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THE HONG KONG DAILY PRESS, WEDNESDAY, JUNE 29th, 1927.

MOTORING NOTES

A Weekly Review dealing with Matters of Interest to all Local Motorists.
Speed with Economy—The Pedder Street Beacon—The Road Tank—Motoring in Persia.

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SPEED WITH ECONOMY.

Tuning a car for economy is a process which seems at first blush to be entirely contradictory. Within certain pretty wide limits it may be safely taken that a car driven in the average way, that is to say, fairly fast when opportunity affords, will actually run more economically when the carburettor is set to give a high measure of power, than when the opposite is the case.

If you are using a carburettor with multiple jets, you can certainly reduce the consumption by reducing the size of those jets, but you will absolutely ruin the performance of the car and in so doing you will also spoil economy.

This contradictory state of affairs is due to the fact that the less power your engine gives, off owing to the restriction of fuel, the harder you are inclined to drive it, and an engine which is constantly "pushed" is invariably more extravagant than one which scarcely ever has the throttle more than half way open. It amounts to this, that efficiency nearly always implies economy, and only in very rare cases does studied economy result in efficiency.

I have recently been conducting some very familiar experiments, with which results I have long been perfectly acquainted. This time I conducted my inquiries with the help of two different forms of carburettor. The engine is a two-litre four-cylinder, of a plain and straight-forward kind, and is in pretty good economical condition.

The first carburettor which I invited to show—power and economy combined, was of the kind in which you can change the choke tube and the jets with comparative ease. I tried every possible combination, and the best results I could achieve were these. With the "economy" setting and a maximum speed of 30 miles an hour, I was able to reduce the petrol consumption to one gallon for 34 miles.

The maximum speed of the car, which is about 55 in normal circumstances, was reduced to 45, and all signs of life were taken from the engine. Further, keeping the throttle well open and driving the car hard, reduced the mileage per gallon to 24 immediately.

With the most extravagant setting planned for full power, the consumption remained at a gallon for about 23 miles, even when 45 miles an hour was being constantly attained. The pick-up was good, and up to a certain point there was a satisfying amount of power. Curiously enough, however, this power fell off very abruptly, just short of its peak, and the maximum speed of the car was a good five miles an hour less than it should have been.

The second carburettor was of the type known as the constant vacuum, in which a single jet is used, and the admission of fuel and air is atmospherically controlled. Here, again, an almost exactly similar state of affairs obtained. With the stingiest setting I got very indifferent power, harsh running, and a consumption, when the car was being driven all out, not much better than 21 miles to the gallon. There was no speed worth mentioning, and the hill-climbing powers of the car were contemptible.

As I gradually richened the mixture, the consumption over a given stretch of road fell steadily, until the car, doing its maximum speed and running at what is certainly its very best, needed only a gallon for over 27 miles over a run of over 700 miles, which included the Yorkshire moors and the Great North Road.

This did not, of course, mean that the consumption was 27 miles to the gallon while the car was covering the ground at the rate of 55 miles an hour on the Great North Road. At that moment, no doubt, it was much nearer 20, but the economy was effected at a soberer gait, because only a small throttle-opening was needed to pick up swiftly round corners and keep up a very easy cruising speed of 35 to 40 m.p.h.

It may, of course, be that not everybody's engine will respond in the same way to similar tests, but judging from a good many years' experience on these lines, I should say that the great majority of them would do so. Tune your car for maximum efficiency within reasonable limits, and you will generally find that you also tune it for economy.

THE PEDDER STREET BEACON.

Oh! for a British traffic constable, that dignified, competent and inexorable Atlas who could bring about the uttermost chaos in a busy thoroughfare by merely allowing both his arms to fall in a "rush" moment. Before whom lords and Cabinet Ministers grind to a standstill—who holds a raging tide of impatient humanity behind his outstretched hand. There is no constable in the whole world so reliable: Britain does not need lighthouses in the middle of her roads, for he orders them with an admirable skill. But out here in China we have to do our best without the British "Bobby," and instead we are to place our trust in traffic beacons and the sagacity of the "man around the corner," trusting to the Gods to preserve us.

Short-comings of the "Lighthouse."

The lighthouse at the crossing of Des Vœux Road and Pedder Street is, I am told by a reliable authority, giving satisfaction so far. It is even said by the same authority to be as good as two policemen (native). One is expected when crossing over to the far side of the road at a corner, to swing round the erection in much the same way as one would swing around the portly form of a policeman in England. But if one should decide to "cut" across, there can be no frustrated bellow of rage, no hasty withdrawal of pencil and notebook; only a reproachful stare from one of the automatic policeman's many baleful red eyes. Supposing that some day a vast crowd of vehicles should surge towards the centre point from every one of the crossroads in such a manner that only the stoppage of the whole and the allowance of a successive trickle in each direction could avoid disaster? The beacon would be impotent, for it has no arms to lift, and its eyes continually indicate danger, even when all is clear. There is no reserve danger signal.

Still, the idea is expected to prove a success, and if it should do so, more beacons will be erected at dangerous crossings. Perhaps if the system of white lines now in operation through Britain were adopted, the purpose would be served equally well. If they were adopted in addition to the beacon, it would be served doubly well! The narrow way that has been laid down to enable pedestrians to pass over, in peace and comparative safety, is perhaps not so much appreciated as it should be, for many folks—especially Chinese urbanites—take a fiendish delight in walking as far away from it as possible. But if the traffic authorities persevere, they might yet be able to produce order from chaos. But their task is a heavy one. Incidentally, the white lines are soon to be replaced by tiles, as the old-style painted lines at home have been replaced in many towns.

A season of the year that has always been in great disfavour with motorists is now approaching, and on July 1st it will arrive. On that date it is decreed that motors shall be re-taxed. At home this unwelcome annual reckoning falls only a few days after Christmas, when the finances are at the lowest ebb and the car or motor-cycle is accumulating dust in its stable awaiting the arrival of the only too brief summer. Here, as at home, there is a period of 14 days' grace after the stipulated date.

Before actually beginning operations on the carburettor, it is well to check every possible source of extravagance. For example, the joints of the plugs should be examined and correctly set. This has far greater bearing on the behaviour of the engine than most people believe. The make-and-break of the magneto should also come in for attention, and a habit formed of inspecting it regularly to see that it is clean. Care should also be taken to see that there is no leakage through the valves being deeply pitted or through air-leaks in their guides.

A last precaution before starting work on the carburettor, which is often very widely neglected, is to make perfectly certain that the car is running absolutely freely. For example, brakes may be so closely adjusted that while the wheels seem to be perfectly free when the drums are cold, there may be slight binding when things have warmed up. Another fruitful source of drag is too thick a gear oil, or too much of it.

THE ROAD TANK.

With the arrival of troops from England a remarkable vehicle made its appearance in Hong Kong—the Morris six-wheeled lorry. This vehicle, which has been specially designed for heavy overseas service, has been adopted by the War Office after exhaustive trials.

The two rear sets of wheels are each driven by a separate shaft, and each has a separate differential. The vehicle is therefore capable of sustaining enormous weight, as well as of climbing gradients or traversing country that would be impassable to the ordinary lorry. If the ground should be unusually slimy and incapable of providing a grip for the wheels, the vehicle can rapidly be fitted with chains that form a kind of caterpillar between the two sets.

The makers say of this car that its attributes are the ability to traverse rough virgin ground, swamp and deep mud; to climb the steepest hill; to negotiate slippery surfaces, and also to travel fast and quietly on made roads. It does not compete with or replace the Morris chain-track "roadless" truck. Each has its own sphere of utility.

Yet because of its extreme versatility the Morris six-wheeler is destined largely to widen the whole scope of motor transport, particularly in undeveloped countries or where roads are few.

The price is £538 in Hong Kong for the chassis, including eleven wheels and tyres.

The vehicle is becoming popular for commercial use and already a number are to be seen in England in districts where roads are of exceptionally bad surface. It does not appear to be generally known that the vehicle is available for sale to the public. The six-wheeled vehicle was first introduced in Philadelphia in 1924, and it was taken up by Morris Motors, Ltd., at the beginning of this year.

A demand is being received from all parts of the East and from other countries where the going is heavy and roads are sometimes unknown. (Continued on page 9.)

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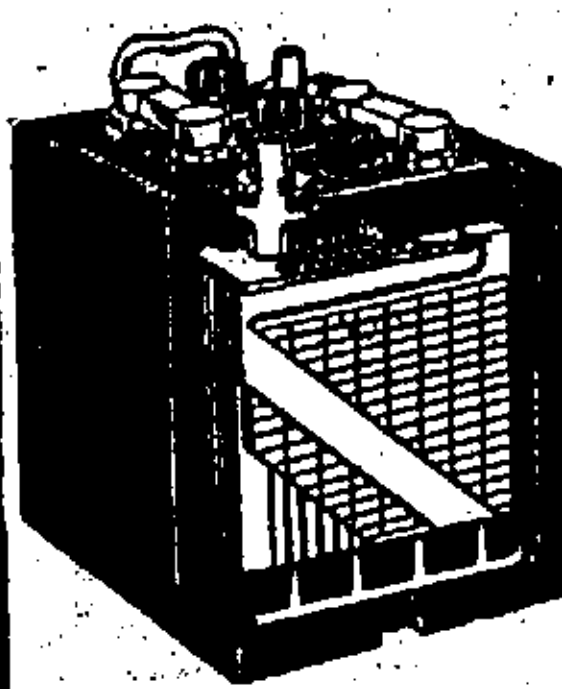
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6	45	A-615 SH	WOOD	6 1/2 x 3 1/2 x 6 1/2	\$20	CAD
6	50	A-615 JKH-2	RUBBER	6 1/2 x 3 1/2 x 6 1/2	\$20	6
6	60	A-617 SH	Do	6 1/2 x 3 1/2 x 6 1/2	\$20	7
12	50	A-127 SH	WOOD	12 1/2 x 7 1/2 x 10 1/2	\$25	WC
12	60	127H AHS	Do	12 1/2 x 7 1/2 x 10 1/2	\$25	12
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MOTORING NOTES

(CONTD.)

MOTORING IN PERSIA.

WORST ROADS IN THE WORLD.

There are still a few adventurous occupations left in the world for those who care to seek them. Carrying the Persian mail is one, for Persia has no railways and only one or two open ports. Teheran, the capital, is 500 miles from the Iraq frontier, and once a week the Consular mail leaves Bagdad for Khairdin, on the Iraq-Persian border, and is there transferred to motor transport. In three days, with luck, it will reach Teheran.

Nowadays the Persian roads are "safe." That is, they are normally free from brigands, for Reza Shah has instituted several reforms in connection with the surveillance and improvement of communications. But safety has a restricted meaning when applied to motoring in Persia, for a Persian road is different from all others.

Here and there it is bare earth worn level by the passage of countless caravans on the Golden Road; here it is roughly fortified by metal thrown down for future caravans to flatten; and there it is a mountain track sloping dizzily to alarming precipices. And the traffic on the Teheran route must be the worst in the world.

Long strings of camels amble along at two miles an hour, and when alarmed by the boot of a motor-horn struggle with incredible clumsiness to the wrong side, and then, still more clumsily, back again. Processions of carts fill the whole road, carts drawn by two horses and large covered wagons drawn by four horses abreast, with an extra pair led behind to assist in uphill work.

From Khairdin to Teheran the road crosses three high passes—the Patak, the Asandabad, and the Avez. The first is only six thousand feet or so, but the other two are both over nine thousand. As the roads are narrow, full of sharp corners, and for many miles dizzily situated between sheer mountain side on the one hand and equally sheer precipice on the other, the task of driving a heavy car to schedule time requires both skill and courage.

Nearly all the cars on the road are American, but the drivers come from many parts. The two regular mail drivers are—or were recently—both Scots.

HONG KONG POLICE RESERVE.

[ORDERS BY THE H. N. MR. E. D. C. WOLFE, CAPTAIN SUPERINTENDENT OF POLICE.]

CHINESE COMPANY.

Strength.

The following have enrolled in the Chinese Company and are posted respectively as under:—

No. 1 Section.

Constable R. 57 Lai Kim Ying.
R. 59 Wm. K. S. Mok.

No. 2 Section.

" R. 22 Leung Kwong Choi.
" R. 52 Li Yau.

Parades.

All ranks of the Chinese Company will parade at the Central Police Station at 5.30 p.m. sharp on the following dates for Squad Drill under Sergt. R. J. Hunt:—

Tuesday, July 5th.

Thursday, June 30th.

Dress on both days: Mufti.

INDIAN COMPANY.

All members of the Indian Company will parade at Central Police Station at 5.30 p.m. on Monday, July 4th.

G. B. HARTFORD, D.S.P. (R.)
Adjutant.
Hong Kong, June 28th, 1927.

"MARK UNDER."

An old gentleman and his son were travelling down a country lane in an Austin "seven." In front of them was an old car bouncing about the road in a zig-zag fashion.

"What is that beastly thing in front of us?" asked the irritable father.

"I don't know, dad," replied the son.

"Well, pass it then and let's get away from it."

The lad made one or two attempts, but the other car bounced into his path each time.

"I shall get out and walk," said the father furiously, "if you don't soon pass him."

"Well, dad," said the son, "wait till he bounces again and I will shoot under him."

The Clyde shipbuilding returns for the month of March show that there has been a steady allround improvement in the shipbuilding industry and now that material is coming forward the yards are fairly active and show a decided improvement. Eleven vessels of 30,015 tons were launched, making a total for the first quarter of 1927 of 20 vessels amounting to 44,312 tons, which includes the Australian cruiser *Australia* and several large cargo steamers of between 5,000 and 6,000 tons each.

SOUTH CHINA A.A.

MR. LI HY SAN ELECTED PRESIDENT.

Mr. Li Hy-san, vice-president of the South China Athletic Association, was last night elected president of the Association, succeeding Mr. Mok Wing Yu who, at his own request, was made vice-president instead. Both Mr. Li and Mr. Mok are well-known local Chinese merchants and generous supporters of sport among the Chinese community.

Mr. Tsoi Kin Yung, chairman of the Association since January, 1926, was unanimously re-elected. Other officers re-elected included Mr. O. W. Lake, Vice-Chairman; Mr. So Pei Shao, Hon. Treasurer; Mr. Wong Man Wah, Hon. Auditor; and Mr. Hui Wong, Hon. General Secretary.

The South China Athletic Association is the largest sporting club in the Colony, having a membership of nearly 1,400. Its activities comprise 15 sections, including schools, a library and reading room, social entertainments, boy scouts, Chinese boxing, track and field training, football, baseball, basketball, tennis, volleyball, bathing club, indoor amusements, billiards, and others.

The Association has a large club in China Building, Queen's Road, also bathing sheds and schools and temporary club houses at Happy Valley, King's Park, Shaikwan, Percival Street, and other parts of the City. The Chinese open football league, volleyball league, tennis, bathing and other summer activities are under the auspices of this Association.

The South China Athletic Association spent nearly \$54,000 in 1926 on its activities.

LEAGUE TENNIS.

ANOTHER MATCH TO-DAY.

Clubs who have had to postpone fixtures in the Lawn Tennis League on account of bad weather are making every effort to play these off during mid-week.

To-day a match has been arranged in the "B" Division, the Chinese R.C. meeting the South China Athletic Association.

For next week, there has already been arranged a match between the Chinese R.C. and the Craigengower C.C. in the "B" Division on Wednesday, and one between the Chinese R.C. and the Tai Koo R.C. in the "C" Division on Thursday.

THE V.R.C.

FIRST NIGHT FETE.

THE ENTRIES AND ARRANGEMENTS.

Entries for the first Night Fete which will be held on Saturday, July 2nd, in the chamber of the Victoria Recreation Club closed last night. Judging by the good number of competitors entered for each event, the Opening Fete of the season promises to be unusually interesting and successful and some excellent swimming should be witnessed. The special attractions are the Water Polo Match between the Victoria Recreation Club, League Champions, and the 1st Cruiser Squadron, and the Team Race between the Army and Navy. For the latter, eight men will be representing each side and every swimmer will cover two lengths of the V.R.C. pool (a distance of 50 yards). The race will be held at about 10 p.m.

The following have been selected to represent the Army:—L/Bdr. Norris (12H.), R.A. (Capt.), G. Bowden (35H.), R.A., Pte. Rogers, 2nd K.O.S.B., Pte. Poole, 1st Queen's Bdr. Pultford (35H.), R.A., L/Bdr. Hall (12H.), R.A., Pte. Champelovier, 2nd K.O.S.B., Gnr. Rosser (D.E.), R.A. Reserves: Cpl. Robertson, 1st Camerons, and Pte. Clark, 1st Queen's.

In the Water Polo Match the Victoria Recreation Club team will be selected from among the following:—G. R. Razavet, R. F. Strange, D. Lyon, R. da Rocha, A. A. R. Botelho, J. R. Soares, D. Laing, T. W. T. Ross, T. L. Knight, B. Assumpcao and C. J. Cooke.

The High Dive and 50 Yards Ladies' Race are Post Entries events.

The entries for the different events are:—

50 Yards Handicap, Open to Members:—J. A. Victor, G. R. Razavet, J. E. Jacob, R. F. Strange, D. Lyon, R. da Rocha, A. A. R. Botelho, J. R. Soares, A. Kitchell, G. A. Norrish, T. W. T. Ross, G. A. Howard, B. Assumpcao and Alves.

Pillow Fight:—G. R. Razavet, R. F. Strange, J. A. Victor, A. A. R. Botelho, J. R. Soares, A. Kitchell, W. J. Howard and T. W. T. Ross.

High Dive (Post Entries):—J. E. Jacob, Edward Roza, W. G. Urquhart and R. E. L. D. Griffiths.

50 Yards Handicap for Boys:—16 years of age and under:—E. Roza (13), C. Lawrence (15), P. Anslo (13), T. Hawkins (13), W. Murray (14), A. Rodrigues (14), J. S. Lyon (15), and D. Leonard (16). 50 Yards Ladies' Race (Post Entries).

COUNTY CRICKET.

SUSSEX BEAT WORCESTER SHIRE.

YOUNG PLAYERS TO THE FORE.

[THROUGH REUTER'S AGENCY.]

LONDON, June 28th.

Playing at Worcester, Sussex, fresh from their victory over Kent, had little difficulty in beating the lowly Worcestershire team by ten wickets after two days' play. Batting first Worcester made a paltry 96, two of the Sussex youngsters, Wensley and J. Parks taking 4 for 43 and 5 for 30 respectively. Sussex replied with 187, of which Hollingdale made 57 of the "young brigade," made 57. Root bowled as well as ever taken seven wickets for 62. Worcester's second knock only produced 144; Wensley getting another 4 wickets for 63 runs. Sussex hit off the 59 required for victory without loss. The Southern team has done very well this season. Although A. E. R. Gilligan has not played regularly, his brother A. H. has done well. Tate and Bowley are the mainstays of the side backed by a number of keen and well-coached youngsters from the Home Nursery, notably Wensley, Langridge, J. Parks and Hollingdale. If Duplein joins the team later they will be a formidable combination.

Score:—
Worcester: 96 and 144.
Sussex: 185 and 57 for no wickets.

INTERPORT CRICKET.

INVITATION TO SHANGHAI.

The Shanghai Cricket Club have received an invitation from Hong Kong to send a cricket eleven to Hong Kong in November.

It was Shanghai's turn to act as hosts to Hong Kong this year, but disturbed conditions have upset the plans, and therefore Hong Kong will again act as hosts to Shanghai.

It is also hoped that Singapore will be able to send a team at the same time, so that it will be possible to arrange a triangular tournament.

It is further hoped that the Shanghai Eleven will be here at the opening of the extensions of the Hong Kong Cricket Club pavilion.

WET WEATHER AT WIMBLEDON.

TILDEN BEATS BRUGNON.

TEMPTING OFFERS TO "BETTY" AND "HELEN."

[THROUGH REUTER'S AGENCY.]

LONDON, June 27th.

At Wimbledon, there was a heavy downpour overnight, and the outer courts were saturated.

Play began at the usual time in the centre and number one courts, but rain soon caused an adjournment.

Tilden won his first set against Brugnon by 6-3, and led in the second by 4-1 when rain fell. Later, the match was resumed, and Tilden won, 6-3, 6-1, 3-6, 7-5.

Tilden played his usual powerful and aggressive game, with frequent cannon-ball service aces, and excellent back-hand play, which he followed up with brilliant smashes at the net. Brugnon was on the defensive, but placed cleverly and showed good volleying.

Only two other matches were completed, these being in the ladies' doubles. The weather was very dismal and cold, with heavy showers.

Ladies' Doubles.

Mrs. Godfree and Miss Betty Nuthall led 3-1 in their match with Mrs. Lyett and Miss Colyer, in the first set, when play was suspended. On resuming, the former pair won, 6-3, 6-3, and Mrs. Godfree and Miss Nuthall now enter the last eight.

In the second round, Miss Helen Wills and Miss Ryan beat Mrs. Covell and Miss Sterry, 6-2, 6-3.

Offer To Miss Nuthall.

Miss Betty Nuthall has received an offer of £12,000 to turn professional, but there is no likelihood of the offer being accepted.

Mrs. Nuthall, interviewed by Reuter, stated, "Betty's amateur status is worth more than anybody can offer as an inducement to forsake it. She is only a child, and I would not dream of consenting to her becoming a professional, even if she were older. The offer was definitely made, and just as definitely refused."

Mrs. Nuthall's Views.

Seen to-day at Wimbledon, Mrs. Nuthall declared, "Mr. Cochran last week made me a large offer for my daughter Betty to turn professional. I refused. Mr. Cochran called this morning at my home, and greatly increased the offer, and I asked for two days to consider it."

It is unofficially reported that the increased offer is in the vicinity of £20,000.

Miss Nuthall has accepted an invitation to play against America for the Wightman Cup, as has also Miss Joan Fry.

Offers Rejected By Miss Wills.

BERKELEY, Cal., June 28th.

Commenting on the reports of a professional Lawn Tennis promoter, who is prepared to offer Helen Wills G. \$400,000 to turn professional, Helen's father said that Helen had refused two ten thousand offers from cinema people last year and she would do the same if offered half-a-million from tennis professionals.

New Woman Professional.

Mr. Cochran announces that Mrs. Dewhurst, the champion of Ceylon, has turned professional, and she will play against Mdlle. Lengien at Phyllis Court, Henley, this week.

It is recalled that Mrs. Dewhurst, at Wimbledon in 1926, was kept waiting on the court a whole afternoon because Mdlle. Lengien failed to appear.

BOXING.

BRITISH HEAVYWEIGHT WINS ON POINTS.

[THROUGH REUTER'S AGENCY.]

LONDON, June 27th.

In a 15-round contest at Blackfriars' Spring, London, for the residential European heavyweight championship, Phil Scott (Britain) beat Pierre Charles (Belgium), on points.

"Mickey" Confident.

LONDON, June 27th.

Mickey Walker, interviewed at his training quarters at Hampton Court, said, "My supporters need have no anxiety. In a little mishap I was practice bout an old cut was opened, but it has been stitched, and will not make any difference when I enter the ring at Olympia."

SECOND PRISONER DISCHARGED.

CONCLUSION OF KOWLOON MURDER CASE.

JUDGE COMMENTS ON PROSECUTION.

ASKING FOR CONVICTION ON CONFESSION.

In a warm drowsy atmosphere, with fans humming overhead, and windows wide open, but not a breath of air coming through, with only prisoner in the dock, Judge Counsel and jury, evidence was pronounced in the case, a somewhat dull murder trial drew to a close, and one heaved a sigh of relief when the Court could be left, especially as there had been a "happy ending" for the prisoner.

The chief interest was naturally shown by the prisoner and even he manifested signs of relief when the final evidence had been given, speeches of counsel made and the summing up delivered.

When the jury left the Court to decide on their verdict, the prisoner sank into a seat in the dock at first with relief, but as the ordeal dragged out to half an hour extreme tension was written on his face.

The jury eventually left the Court and are asked if they have come to a decision. The form declares they have and that the decision is unanimous. The prisoner is standing at the bar and a pin could be heard to drop in the brief pause before His Lordship announces the decision of the jury and it is interpreted to prisoner.

The strain passes from the prisoner's eyes as he learns that he has been found "not guilty" and he speedily leaves the dock and hurries out of the Court to join his friends.

Scenes at all murder trials, under the British code of justice whether in England or in Hong Kong are much the same, and the procedure is only slightly modified where prisoners are Asiatics. So one reflected during the concluding stages of the case in which a Chinese, named Leung Sang, was accused of the murder of a Chinese woman at Chik On village, Kowloon City, on April 6th.

The opening of the case was reported yesterday.

At yesterday morning's hearing the legal point as to whether or not the statement made by the prisoner when he was first charged should be put to the jury was decided in favour of its admission by Mr. Justice J. R. Wood.

The statement made allegations regarding Ka Toi, a man who was previously tried in connection with the case and discharged. Prisoner in the statement, admitted having been present and handing the other man a chopper and a rope when they were asked for. The actual chopping which led to the murder was done, he alleged, by the other man.

Mr. H. S. Fitzroy was for the Crown and Mr. Hin Shing Lo for the defence.

The dairymaid whose concubine the deceased was, spoke of the deceased woman's last statement in consequence of which the man previously charged with the murder was arrested. The present prisoner had not been arrested until after a statement had been made by the first man who had been arrested.

An Alibi.

During the afternoon, prisoner gave evidence on his own behalf, and was cross-examined at length by Mr. H. Somerset Fitzroy.

Prisoner denied any complicity in the murder, and put up the alibi that he had an evening meal between five and six o'clock on the day in question, and then went to sleep. He was then living at Shanghai Street, Yau-mat, some distance from the scene of the murder.

A witness corroborated his statement and said he was absolutely sure prisoner was sleeping at the house in Shanghai Street on this night.

Prisoner further stated that he came from Waichow to look for work and that he searched for jobs in the Colony. Prisoner was examined at length regarding the confession he made in his statement, and said this statement was not true. He took no part in the murder, and alleged that he was forced into making a confession.

Counsel then addressed the court and in the course of his summing up his Lordship said, "I am personally very sorry that the law of the Crown should have found it necessary to ask for a conviction on the confession taken in this way, and on that alone."

His Lordship added that he would be very unwilling, personally, to record a conviction in the case.

The defence of prisoner was that he was induced to make a confession but that he was with a friend at Shanghai Street at the material time. If that alibi were true, then he was not guilty of participation in the crime.

The jury retired, and it was rather surprising that they were absent for so long—a period of 30 minutes.

On their return, they gave a verdict of "Not Guilty," and His Lordship discharged prisoner.

The Court did not rise until 5.30 p.m.

AN INCREASED ELECTRICITY BILL.

FROM \$14 TO \$130 FOR THE QUARTER.

TENANT'S REFUSAL TO PAY.

The increase in meter readings for electric current, from \$14.02 for one quarter to over \$130 for less than the next three months, formed part of the defence in an interesting case which began at the Summary Court yesterday afternoon, before Mr. P. Jacks (acting Puisne Judge). While admitting that \$14.02 is a fair charge for current supplied, the defendant considers the other sum excessive, and holds that there must have been a leakage, or some defect in the wiring to cause the meter readings to increase to such an extent. Tests made, however, failed to show that the meter was wrong, or that there was anything amiss with the wiring.

The case is one in which J. H. Ruttenjoe, of the firm of Ruttenjoe and Son, wine merchants, is suing Mrs. D. A. Ross, for the sum of \$173.26, claimed to be due on an implied contract for the supply of electric current to a flat the defendant leased from him in Duddell Street.

Mr. J. T. Prior appeared for the plaintiff and Mr. W. D. Owen was for the defendant.

Mr. Prior explained that plaintiff was the landlord of some small flats in Duddell Street, and the defendant was a tenant at one of these flats from October to the middle of March. The tenancy agreement said nothing about the supply of electric light but it was agreed between plaintiff and defendant that the meter should remain in the landlord's name, who should receive payment for the electric light used from the tenant.

Dealing with the accounts for electric current supplied, Mr. Prior said that in October the bill came to \$2.98, in November to \$7.30, and in December to \$4.34. In January, February and March the bills greatly increased, January's bill being \$45.34, February's \$51.27, and up to the middle of March, \$37.66. The total amount was \$173.26.

The plaintiff had paid the Electric Company, but had received no payments from defendant, although certain sums had been paid into Court.

The defendant was liable for this amount, but she was claiming that the heavy bills for electric current were due to some defect or leakage in the wiring.

Mr. Owen, replying to Mr. Prior, said that one line of defence was that plaintiff paid these bills direct without defendant's permission or agreement to that payment.

His Lordship commented that there was a verbal agreement that the meter should remain in plaintiff's name and that defendant should pay him.

Mr. Prior said that there was no obligation on the part of plaintiff to supply electric light. It was outside the contract.

His Lordship agreed that it was not provided in the contract that plaintiff should provide electric light. As he understood the case, defendant had no objection to paying sums for electric light due, but she did object to paying sums which she considered excessive, and due to defects.

Mr. Owen said that \$29.24 had been paid into Court. Of that \$14.02 was the amount due for the first three months and the sum paid into Court was exactly double this. They did not wish to avoid payment of a just and reasonable amount, but did not admit liability to pay an unreasonable amount.

Replying to His Lordship, Mr. Owen said that the sum paid into Court was in the form of good will, and the hope that the case would be settled out of Court. It was paid on the assumption that the first three months' bills were reasonable, and payment for the last three was based on the first three months.

Giving evidence, Mr. Ruttenjoe spoke of the letting of the flat on lease to defendant and a friend. He paid the bills for electric current supplied. Defendant had told him the bills for the last three months were high, and he gave her particulars of what the current was supplied for, namely for various lights and for a heater. He told her that if she wished to complain she should approach the Electric Company about it. He understood that she did so.

Heater And Toaster Want More Current.

Mr. S. Longfield, Meter Superintendent, Hong Kong Electric Company, said a complaint was received in February from Mr. Ruttenjoe about the meter at this flat. A man was sent to test the meter, but he found it correct.

Replying to Mr. Owen, witness said that the smallest electric heater would use more than 30 times the current taken by one ordinary electric light globe. A small toaster would use about as much as 20 small lights. If there was a leakage on wiring it would have been found in the test made on the meter.

Further evidence was given by a Chinese electrician as to the state of the wiring, and the case was then adjourned until Wednesday, July 5th at 2.15 p.m.

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"MARGOT" ON MODERN MAIDENS.**LACK OF REVERENCE AND INTELLECTUAL INTERESTS.**

The Countess of Oxford and Asquith, better known to the public as Mrs. Asquith, wife of the ex-Prime Minister who was formerly regarded as the most advanced young woman of her generation, recently gave her considered opinion of the views on life which modern society girls have been writing for "The Daily Mail."

On May 6th of this year there appeared an article in *The Daily Mail*, signed by "A Modern Girl," entitled: "What We Think of Our Elders."

The young lady says—most of her contemporaries "hardly remember a time when it was not war, that the atmosphere of sorrow by which they were surrounded had a sobering, almost terrifying effect, and that they were frightened at the prospect of taking on a grown-up's responsibilities."

Every thoughtful person will agree with this deduction. But was this feeling wide-spread?

It may have been; but few evidences of it spread to the living. In 10, Downing Street from August 14th, 1914, to December 1916, I saw the horrors and workings of war at close quarters, and my heart went out to the younger generation that I met and knew.

It seemed unfair that the radiance of youth, with its early gaiety and glorious expectations, should be silenced. There was something poignant in seeing their spontaneity hushed, even their love unable to dry the eyes or distract the attention of those dearest to them. Most of us thought that another generation, unable to conceal the anguish gnawing at their hearts, would be overwhelmed by a sense of responsibility and profit by a terrible experience fortunately denied to most girls. But who would say this of the young women that the war has developed? If I had to make a criticism of the modern girl—which is what I have been asked to do at short notice—I should say she had never heard of the war. By this, I do not mean I am joining the croakers who denounce the flappers. I find girls are much the same now as they were when I was young. They still have sudden laughs, round knees, thick ankles, pretty faces, and good manners. They appreciate their own countrymen, hardly ever marry for money, think their lives are full because they cannot concentrate, and are seldom remarkable.

But what is curious is that so far from being overwhelmed by a sense of responsibility due to the anguish that darkened their youth they have made more reckless, loveless and foolish marriages during and after the war than is compatible with the theories expressed by the young lady, whose writing I am criticising.

Turning to another article which appeared in *The Daily Mail* of May 12th, I find myself in agreement. The war left one permanent influence. All young men and many young women have found occupations to-day, and the flapper has yet to be found who will marry an idle man. Being myself the daughter of a manufacturer and of an energetic disposition, I never had any intention of marrying a man who had nothing to do, but I nearly married several who only cared for fox-hunting.

The real complaint I have to make against my sex to-day is that they are seldom gentlemen. I think it was Pascal who said "Les femmes ont ni goût, ni dégoût," and it is surprising to see how many lovely young women marry boudiers even when they have occupations. The excuse given for most of the follies of to-day is that the nervous system is not equal to the rush and racket of modern life. Movies, motors, telephones, and aeroplanes have precluded rest.

This view is supported not only by panel doctors but by physicians

of eminence. One might have supposed that the war had disproved this fallacious theory. Every one of the class about which I am writing eats, drinks, and sleeps too much. It was only when the war vapours and all the nerves of my sex disappeared. But doctors, like the rest of us, form habits of mind that are erroneous. No one in my experience has ever been hurt by over-work. Telephones save endless delay. Broadcasting, so far from exciting the nerves, keeps people in the country, and the modern dancing is so stationary and monotonous that people between the ages of 60 and 80 tug, shake, and fox-trot among the youngest every night of their lives.

Dresses that took hours to lace up in my youth are pulled over the head like chemises.

The most conspicuous change that I see in the modern girl is her lack of reverence, appreciation, and intellectual temperament. Even young women educated at the universities will sit next to men of eminence only opening their lips to put in their food. I can truthfully say from the earliest age I and my companions never missed an opportunity of making friends with men like Mr. Gladstone, Lord Salisbury, Lord Balfour, Lord Wolseley, Lord Milner, Mr. Birrell, Mr. Jowett; as well as artists and writers of distinction.

The young girls of to-day think that because they have more freedom their lives have more interest and vitality; and as no topic for discussion from birth-control upwards is prohibited that their conversation has a wider range and must be better worth listening to. But freedom is only valuable because it gives you time to learn how the majority of people outside your own experience live. There is nothing so narrowing and devastating as the restless pursuit of one world.

Girls who have not read seldom think and never listen. They miss half the allusions and most of the meaning of any good conversation they may be privileged to hear. If you do not begin when you are young you will never acquire the habit of reading. I am reminded in this connection of a story, the late Lord Morley told me of his experience of a lovely flapper.

He found himself sitting at dinner between a member of the Government and the daughter of the house. Entering into a discussion with his Tory opponent on the merits of Home Rule he was shocked to find the sweet being handed before he had addressed a syllable to the young lady. Turning to her with a courtesy peculiar to himself, he asked her if she was fond of reading.

"Oh, yes, I adore it," she replied with enthusiasm.

He asked her what book she was reading. She told him she was absorbed in the life of Charles the First. Uncertain as to which biography she was alluding, he asked her who had written it. She gave him the name of the author, a name of little authority and less distinction.

Not wishing to snub her enthusiasm, he said:

"Ah, yes, I think I know the book. When you come to the execution of Charles the First, please don't tell me!"

NO INCOME TAX ON GIFTS.**A CRICKETER'S BENEFIT.****LONG LITIGATION ENDED.**

The House of Lords—The Lord Chancellor (Viscount Cave), Lord Dunedin, Atkinson, Phillimore, and Carson—By a majority of 4 to 1, allowed the appeal of James Seymour, the Kent county professional cricketer, against assessment for income tax in respect of 2909 16s. 6d. proceeds of his benefit match at Canterbury in 1920.

The Lord Chancellor said that the question to be answered was, "Is it in the end a personal gift or is it remuneration?" If the latter it was subject to the tax; if the former it was not.

Applying this test, he did not doubt that the proceeds of the benefit match should be regarded as a personal gift. The terms of Seymour's employment did not entitle him to a benefit. A benefit was not usually given early in a cricketer's career, but towards its close to provide an endowment for him on retirement. It was usually associated, as in this case, with a public subscription. The proceeds of the match were plainly not income of taxable, or the "gate moneys," were in the same category.

Lord Dunedin, concurring, said that he did not base his opinion on the opinions of some of the learned

judges who took the other view he should have thought the suggestion that this little nest-egg should be treated as income was quite preposterous.

2d. Easter Offerings.

Lord Phillimore, who also concurred, said that it had been suggested that from cases concerning ministers of religion it could be deduced that a perquisite or profit of office was done, the loss such because the emolument was voluntary. He doubted whether the analogy could even be carried so far. In these religious cases the offering might be voluntary, but it was not spontaneous.

Easter offerings or Easter dues were due to common right from the householders for every member of his family of 16 years of age and upwards. True it was that the common law was 2d. per head only, though by custom it might be more. In these cases of ministers of religion there was always some element of recurrence, which made another distinction between them and the cases of a single gift by employers.

Lord Carson, agreed, but Lord Atkinson differed, remarking that when no reason was shown for the gift it must be assumed that it was given to him for the efficient and satisfactory discharge of his duties, and that the reward came to him from his employment.

Lord Harris was an interested listener to the judgments.

OBITUARY.**MR. C. W. CAMPBELL.****VARIED WORK IN CHINA.**

Mr. C. W. Campbell, C.M.G., who died in London on May 27th, at the age of 65, served for many years in China, and was with Admiral Seymour in the attempt to relieve the Peking Legations, as well as in his extensive travels in Korea and Mongolia. Born on October 21st, 1861, he joined the Consular service as a student interpreter in 1884, and was for a time stationed in Korea. While there he made a journey to the Long White Mountain, an account of which, published as a Parliamentary paper in 1891, was characterised by Lord Curzon as the most vivid and accurate account of Korean life and character he had ever seen. In 1897-98 Mr. Campbell was in Peking during the troubled times of Russian activity in Manchuria, the occupation of Kiochao, of Port Arthur, and Weihaiwei, the coup d'état, and the flight of Kang Yu-wei. In the summer of 1899 he made a preliminary reconnaissance in Mongolia, intending to return there and make an extended journey the following year. He bought camels, arranged for his transport, servants, and a Mongol interpreter, and then proceeded to Shanghai to take up his post as Vice-Consul at that port. Later, when the Boxer rebellion broke out, it was the camel train so fortunately awaiting Mr. Campbell at Hara Oso, on the border of the Gobi Desert, beyond Kulgan, which enabled the American missionaries of Kalgan to escape across Mongolia when fleeing from the Boxers.

NEGOTIATION WITH YUAN SHIH-KAI.

While at Shanghai Mr. Campbell was delegated by the British Government to proceed to Shanghai and settle the case arising from the murder on December 31st, 1899, of Mr. S. M. Brooks, the English missionary, at Feichen. Mr. Campbell, arranged the British claims with the Governor, Yuan Shih-kai, in a manner that gave universal satisfaction and gained him the lasting respect and friendship of that most able Chinese statesman.

In May, 1900, he arrived at Tientsin to prepare for his journey across Mongolia. But it was no time for a peaceful journey. The Boxers had broken loose, and the province was in ferment. Mr. Campbell joined Admiral Seymour, Admiral of the Fleet Sir E. H. Seymour in his attempt to relieve the Legations in Peking. His services were mentioned in dispatches, and he was made C.M.G., Admiral Seymour bearing testimony to his ability and gallantry.

At my request (wrote the Admiral) on June 22nd Mr. Campbell placed himself with perfect courage within 100 yards of a Chinese gun and many rifles in order to parley with an officer in the arsenal, and had a most narrow escape from death from a heavy rifle fire almost immediately opened by the enemy at short range.

The expedition was driven back. In Tientsin Mr. Campbell was wounded. Recovering, he took up the duties of Acting Consul-General. Early in 1901 he was transferred to Peking, where he was Chief Interpreter during the prolonged negotiations which ended in the Protocol of September 7th, 1901. No praise, says the *Times*, could be too high for the assistance he then rendered. His intimate knowledge, his scholarship, and his resolution were praised by all the foreign plenipotentiaries.

ACROSS MONGOLIA.

The year following, Mr. Campbell performed the journey that he was unable to accomplish in 1900. From Peking, by Kalgan and Dolon Nor, he marched across Mongolia, past the Kulun Nor, to Urga and Karakorum, and thence home to England. On the Angul Nor he launched a boat, the first boat ever seen in Eastern Mongolia, and spent some days sounding the lake and collecting botanical and natural history specimens in the neighbourhood. He visited the Bogdo in his great Lamasery, where, subsequently, the Dalai Lama himself found refuge on his flight from Lhasa. The report of his journey (Blue Book No. 1, 1904) was an important contribution to our knowledge of the conditions of a little-known country, for it was written by an observant traveller and an accomplished collector and naturalist, who had an exceptional knowledge of Chinese thought and customs.

After acting as Consul-General at Canton, whence he was transferred to far-distant Chongtu, in Szechwan Province, he returned to Peking early in 1905, and was in charge of our Chinese Secretariat until 1911. On his resignation, on the ground of ill-health, the late Dr. Morrison, then the *Times* Peking correspondent, wrote:—

(Continued at foot of next column).

BRITISH GOLF.**THE NEW AMATEUR CHAMPION.****HOW DR. TWEDDELL WON.****HOYLAKES.**

Dr. William Tweddell, of Stourbridge, Worcestershire, is the new British amateur golf champion. He beat D. E. Landale, of Royal Liverpool, in the 36 holes final here by 7 up and 6 to play.

It was a tamely one-sided match in which the winner stood 5 up at the end of 9 holes, and 8 up on the completion of the morning round.

So far as mortal can judge this was no flash-in-the-pan victory. It is not too much to say that a new star has arisen when he is certainly needed in amateur golf; one who will continue to play a big part in the game.

Tweddell was scarcely considered as a candidate for the English team against Scotland a week ago, and although Midland people spoke highly of him I did not once hear him mentioned as a possible winner of the championship.

Nevertheless, his was beyond question the best golf that the tournament produced. It was very convincing golf; fully up to the standard of that achieved by many renowned winners in the past.

Slow, But Sure.

There were times during the week when Tweddell's careful preparations for shots and his profound attention to every kind of detail became almost oppressive. But there could be no doubting the truth and control of his swing, nor the snap and accuracy with which he hit the ball.

Moreover, he showed in the final that he could accelerate without losing any of his mastery; for the match was contested at just about the normal pace.

Indeed, if Tweddell made any mistake earlier in the week, it was probably in the form of over-concentration, as, for instance, when he would stop after a solemn process of waggling at the ball and then start all over again rather than be hurried to destruction. No doubt he was feeling the way to his best attacking form; a justifiable proceeding on the part of a lamb among the lions and tigers.

His scores were repeatedly the best reported for a round, but as he was making lesser hits nobody took much notice until the fifth round, he went out in 33 to beat C. C. Aymer, twice a British international against America, who was playing as well as he knew how to play. After that, people recognised that anything was possible to Tweddell.

Holes, Not The Man.

Until recently, Tweddell was supposed to lack the capacity to bring off a "kill" in a tight match; a good man in severe competitions, but likely to be beaten at the 18th or 19th hole in a hand-to-hand duel.

Certainly he showed no such failing in this championship. His temperate, as well as his skill in hitting the shots, reigned supreme. He says that he now tries to play the holes and not the man; that is, say, he concentrates his attention on obtaining the par figures or better, and leaves his opponent to worry about the personal equation.

The final, after the first few holes, was so much in the nature of a procession that a detailed description of it would be burdensome.

Landale must have played positively the worst golf that he has known since he became a member of the club here in 1922.

He won the first hole and looked like winning the second until Tweddell got down a putt of five yards for a half.

And that the avalanche. Tweddell played five holes in his best scoring manner—every one a par—and won them all.

He went round in 76, and his lead of 6 holes at the end of the morning round has been exceeded only once in the final. That was when Robert Harris stood 9 up on K. F. Fradley at the halfway stage at Westward Ho! two years ago.

Tweddell lost two holes early in the afternoon and then resumed his successful pursuit of par figures, which was the only pleasant entertainment for a crowd of 4,000 people.

He is the first player to take the championship cup to the Midlands—something of a cosmopolitan in his Durham birth, Yorkshire beginning at golf, Aberdeenshire training, and Worcestershire residence, but a striking new personality in the game.

R.E.H.

During many years of varied and difficult work, Mr. Campbell has rendered important service to his country. For years he has been one of the most conspicuous members of a service which has, by its high character, its ability, and its devotion to the public interest, sustained in the Far East. His retirement at the early age of 45 was a serious loss to the public service.

THE KING'S CHAT WITH LINDBERGH.**WHEN AWARDED AIR FORCE CROSS.****THE "DAILY MAIL" GOLD CUP.**

The King received Captain Lindbergh, the young hero of the lone flight across the Atlantic, at Buckingham Palace and, as wired by *Reuter* at the time, conferred on him the Air Force Cross.

His Majesty received him alone. Capt. Lindbergh told a press reporter of that fact with more pride than he has ever shown in his Atlantic achievement. The King knew every detail of the flight and yet wanted to hear it from him; and then, opening a case containing the Air Force Cross, handed it to him.

Then the Queen came in. Her Majesty was as anxious as the King had been to hear of the flight, and she, too, knew most of the details about it.

From Buckingham Palace Capt. Lindbergh drove to York House, where the Prince of Wales received him. It was a "far from formal conversation"—beyond that Capt. Lindbergh will not say a word.

A Great Welcome.

Capt. Lindbergh received a tumultuous welcome both outside and inside the Savoy Hotel on his arrival for the banquet given in his honour by the Royal Aero Club, the Royal Aero-nautical Society, the Air League of the British Empire, and the Society of British Aircraft Constructors.

Lord Thomson—Air Minister in the Socialist Government—presided over a distinguished gathering, which included representatives from the American Embassy, Baron Palmstierna (Swedish Minister), the Under-Secretary for Air, Sir Philip Sassoon, Marshal Sir Hugh Trenchard, Sir Selson Bracken, Sir John Higgins, Sir Francis K. McClean, Sir Arthur Whitten Brown (who navigated for the late Sir John Alcock on the first flight across the Atlantic), Sir George Suttou, Sir Alan Cobham, Mr. W. G. Fish, Commander Perrin, Gen. Groves, Air Vice-Marshal Scarlett, Col. the Master of Sempill, Lt.-Col. J. T. C. Moore-Brabazon, and Mr. T. O. M. Sopwith.

Capt. Lindbergh wore his latest honour, the Air Force Cross; it preceded his Belgian decoration and the French Legion of Honour. He occupied a seat on Lord Thomson's right and behind him hung the Union Jack and the American flag.

Immediately in front of Lord Thomson was a gold cup, the gift of *The Daily Mail* to the aviator commemorating his historic flight. The menu card, which contained some delicate compliments to the guest of the evening, was as follows:

Menu.

Melon frappé au Kummel.
Consommé Grand Succès.
Suprême de Sole Lindbergh.
Côte d'Agneau Royal Club.
Petits Pois Nouveaux.
Pommes Mignonnes.
Poussin à l'Américaine.
Salade de Têtes d'Asperges.
Cœur Flottant St. Louis.
Fraises Pompadour.
Mignardises.
Café.

During the dinner a model of Captain Lindbergh's monoplane—"The Spirit of St. Louis"—in taffee and icing was placed in front of the aviator, who smiled shyly in appreciation.

INDIAN PRINCESS AND MONEYLENDERS.**SETTLEMENT REACHED OF CLAIM FOR 400 PER CENT INTEREST.**

Princess Suchra-Bhar, of the house of Cocho-Bhar, India, wife of an Englishman, was sued in the Chancery Court by Anstey, Ltd., moneylenders, of Savile-row W., on a promissory note for £300.

It was alleged that only one instalment of £30 had been paid. Mr. Lionel Cohen (for the Princess) stated that she claimed to reopen the transaction on the ground that it was harsh, oppressive, and unconscionable. The amount advanced was £100 and the rate of interest, had the £300 been paid, would have worked out at 461 per cent. per annum.

There was to be a rebate of £50, however, if the instalments were kept up, and that would reduce the rate of interest to 440 per cent. In the events that happened the full amount was payable when default was made in the second payment, and the interest became 1800 per cent. The Princess had paid interest in the rate of 60 per cent. in court and claimed that that was all that should be allowed. Mr. Cohen stated that the Princess had an "allowance" of about £1,500 a year from India.

After a consultation between the parties, Anstey, Ltd., agreed to accept the amount paid into court and the proceedings were stayed by consent with no order as to costs.

THE "CONUS" STRANDING.**UNUSUAL SET OF THE CURRENT.****MASTER AND OFFICERS NOT NEGLIGENT.**

An official Marine Court of Enquiry into the stranding of the British steamer *Conus* just after midnight on May 16th last, was held on Monday, June 20th at Singapore.

Mr. Mudie, District Judge and First Magistrate, presided, with Capt. G. Freyberg, O.R.E., R.N., Capt. R. W. Morris and Capt. A. J. Gordon sitting as assessors.

The enquiry was conducted by Mr. N. H. P. Whitley, D.P.P., the Master of the *Conus* being represented by Mr. J. G. Campbell.

The *Conus* was on a voyage from Miri, Borneo to Japan with a cargo of crude oil in bulk when the casualty occurred. She grounded on the Royal Captain Shoal, Palawan Islands, China sea. The cargo of 7,000 tons of crude oil was shipped by the Sarawak Oil Fields, Miri, and consigned to the Rising Sun Petroleum Company.

The Master's Evidence.

In his evidence, Captain Fernor Pattenden, Master of the steamer *Conus*, said that the ship left Lalong Moorings on May 14th. The weather was cloudy, but clear, with a north-easterly wind.

The vessel was in good seaworthy condition in every respect. From Baran Point light the ship's course was steered north and then north 41 east true. The speed was 10 knots. The compass course was north 39 east. The course was continued until 9.20 the following morning when it was altered to north 29 east true with a two easterly error. At noon the course was altered to north 24 east with a two easterly error. This was done to take the vessel through the Palawan Passage on the recommended track. Sightings were last taken at noon on the 15th. It was too cloudy to take afternoon sightings. The course last mentioned was continued until the vessel struck at 0.25 a.m. on the 16th. The speed had been about 10 knots all the way. At the time that the vessel struck the tide was practically high. The weather was still clear but cloudy.

The sea was dead calm. The second officer was on watch.

Witness was asleep. He was awakened by the grounding of the ship. He heard the engine room telegraph ringing and going on deck he could see that the vessel was ashore in shallow water. The force of the impact had thrown the forward starboard hatch off. Soundings were taken inside and outside the ship and water was reported in the forward hold.

Witness ordered the lifeboats out. They were lowered to within six feet of the water and all hands were issued with life belts. The engines were going full speed astern. Witness rang "stop." Witness decided that there was no immediate danger. A wireless message was sent to the agents and a reply was received stating that the *Corbis* and *Thorus* were being diverted to his assistance. The *Corbis* arrived on the morning of the 18th, and No. 1 oil tank, was discharged. The following morning the *Conus* was towed astern by the *Corbis*. The *Conus* cleared the reef and proceeded under her own steam to an anchorage. No cargo was lost and no lives were lost. None of the crew were injured. The *Thorus* was not required and did not divert.

The Cause Of The Accident.

The cause of the accident, witness thought, was the set of the current from the northwest coast of Borneo until the time of striking the reef. The current should have set east because high water at full and change in Balabac Strait should have been at about 11 p.m. on the 15th.

In reply to the Bench, witness said that he did not allow for any set.

Evidence was next given by Mr. A. C. MacNab, surveyor of ships, who examined the *Conus* when she went into dock in Singapore. The damage was confined to the forward end of the vessel extending 20 feet upwards and 24 feet aft. For repairs, 23 plates had to be renewed, and 13 plates had to be removed for access to repairs. The whole of the stempost had to be removed and replaced. The damage extended aft of the forepeak bulkhead, which was carried away in the stranding. Thirty-three frames had to be renewed. The cost of the repairs was \$83,000. The damage affected the seaworthiness of the vessel.

Evidence Of Officer On Watch.

Mr. R. Colbridge, second mate, was next called. He was on watch at the time of the accident. He said he consulted the chart before taking over and continued on the same course. Twenty-five minutes after midnight the vessel struck on the Royal Captain Shoal. Witness had noticed no discoloration of the water. It was after the vessel struck that he noticed a dark patch. He immediately rang "stop" and then "full astern." The master was immediately on the bridge. He took charge and rang "stop."

(Continued at foot of next column).

INCOME-TAXES FROM SHIPS.**REVISION OF WEAR-AND-TEAR ALLOWANCES.****SUCCESSFUL NEGOTIATIONS IN LONDON.**

Shipowners on the whole will be satisfied with the outcome of the negotiations which have taken place between the Chamber of Shipping and the Board of Inland Revenue regarding wear-and-tear allowances for ships for income-tax purposes.

The revision, while it may not be so favourable as some would desire, is fairer than the old system and reflects very creditably upon the spirit which has actuated the parties to the agreement. It is suggested, however, that the Board might have gone a little further in the matter of allowances for ships delivered during the period extending from 1917 to 1922 inclusive, when shipbuilding costs were abnormally high.

The break-up values on such vessels are to be estimated at 3, 2, 1, 1, 2, 3 and 3 per cent. on the prime cost for the respective years. This will remove what has been felt to be a handicap on owners concerned, but the Chamber held the view that the period of special consideration might have been extended.

While the revenue authorities could not concede this point, it has been agreed that owners of tonnage built on long-term time and material contracts and delivered during 1923, 1924 and 1925 may place the facts of their cases before the Board for consideration.

With regard to other vessels than those delivered between 1917 and 1922, the basis of the annual allowance for depreciation is 3 per cent. of the first cost for sailers and 4 per cent. for steamers and motors, with an extra 2 per cent. in the case of refrigerated vessels to cover the special machinery. In the case of tankers the allowance will be, as at present, 5 per cent. on a life expectation of 20 years.

It has also been arranged that should owners of motor-ships find from actual experience that such vessels are entitled to a higher rate of depreciation the Board of Inland Revenue will give the matter due consideration. Regarding second-hand tonnage, the scale of 1918 is extended to vessels over 20 and under 30 years. Steamships over this age are to be dealt with by negotiation.

The Chamber of Shipping point out that this provision may sometimes be more favourable, or the reverse, to the owner concerned than one depending on the price paid by the owner for the time being.—*North China Daily News.*

POLO IN ENGLAND.**LANCERS' VICTORY IN WHITNEY CUP.**

At the Rochampton Club the regimental team of the 17th/21st Lancers (Mr. R. B. Cooke, Mr. H. C. Walford, Lt.-Col. V. N. Lockett, and Mr. H. W. Forester), the holders, successfully defended their title to the Whitney Challenge Cup.

They beat the Spewick side (Col. the Hon. F. Vernon Willey, Mr. R. B. Sheppard, Capt. C. H. Tremane, and Major D. C. Boles), to whom they concede 21 goals start, in the final tie by 5 goals to 3.

The winners' team was particularly good, thanks to the captaincy and coaching of their commanding officer, Colonel Lockett, who is in fine form again this season.

Major Boles (17th/21st Lancers) and Mr. R. B. Sheppard presented the Challenge cup to her husband.

The Ranelagh tournament for the Buenos Ayres Challenge Cup ended in the victory of the La Argentina team, which included the two Argentine players Mr. L. Nelson and Mr. Leonard Lacey, Wing-Commander P. K. Wise, and Major Philip Major.

In the final they gave 31 goals start to the Incas (Capt. J. de Pret, Col. H. G. M. Playdell-Ballston, Capt. G. V. Scott-Douglas, and Mr. C. V. Atamayo) and beat them after a good game by 12 goals to 10.

Commander Wise, after a bad start, played brilliantly for the winners, and Colonel Ballston and Capt. Scott-Douglas were at the top of their form for the losers.

There was also a challenge match for the Ranelagh Fortnightly Cup on the same day, in which Lt.-Col. S. A. Csanády's El Palomar team, the holders, beat the Cruiser (received 2 goals start) by 10 goals to 6.

Low Ah Seung, Chinese quartermaster, stated that he noticed nothing unusual prior to the stranding.

The Chinese look-out man also gave evidence that he did not see anything to attract his attention. This concluded the evidence.

Master And Officers Exonerated.

The Court found that the accident was not due to any negligence, error of judgment or unskillful navigation on the part of the Master or any of the other Officers.—*S.F. Press.*

THE "EMPRESS OF AUSTRALIA."

CANADIAN-PACIFIC EX-GERMAN LINER REJUVENATED.

COMPLETELY NEW MACHINERY.

SUMPTUOUS APPOINTMENTS.

The reconditioning of the Canadian Pacific liner *Empress of Australia*, which has been carried out by the Fairfield Shipbuilding and Engineering Co., is now completed, and on June 25th, the vessel took her first sailing from Southampton, via Cherbourg, to the St. Lawrence.

The reconditioning was a big undertaking, as besides the replacement of her old engines by Parsons' geared turbines, extensive alterations have been carried out in the passenger accommodation.

The *Empress of Australia* was built in Germany, and was intended to be one of the units of the Hamburg-Amerika Line under the name of *Tirpitz*. She was launched at Stettin in 1913, and was fitting out there when the war began. As a result she was not completed till 1921, when she was handed over to this country as part of the reparation tonnage. Later she was taken over by the C.P.R. and renamed *Empress of Australia*, and for four years was running on the company's Pacific service. Last year the directors of the company decided on the extensive alterations referred to, and a contract was signed with the Fairfield Company, who have also constructed the new machinery which has been installed.

The following are the details of the new installation:

The *Empress of Australia* will be propelled by twin-screws, each driven by one set of single-reduction geared turbines of the latest Parsons' type. Both sets will consist of high-pressure, medium pressure, and low-pressure turbines, each unit driving its own pinion in the reduction gearing. The ahead turbines are all reaction, and the astern partly impulse and partly reaction. The disposition of the three turbines in relation to the main gear wheel is such that the arrangement of the machinery permits of easy access to all parts.

The installation develops a total combined shaft horsepower of 20,000 on ordinary service, with propeller revolutions of 125 a minute, a boiler pressure of 220 lbs., and a superheat of 200 deg. Fahr. Provision is made for an overload of 21,000 s.h.p., and the aggregate astern power is 14,000.

The double propeller shafts are of Siemens-Martin helical type, the thrust, tunnel, and mild steel, and the propellers are four-bladed. There are one single-ended and six double-ended cylindrical boilers, working at a pressure of 220 lbs. per square inch under Howden's system of forced draught. The oil-burning installation is of the latest type, and there are two auxiliary Diesel engine generators, each capable of supplying the whole of the ship's lighting and also the power load for ventilation and purposes. The designed service speed is 18 knots.

A Transformation.

To herald the appearance of the renovated *Empress*, the Canadian Pacific has issued a brochure describing and illustrating the interior of the ship. New appointments have been made, staterooms transformed, refurnished and refitted, and smoke rooms and lounges added.

Designed to carry first, tourist, and third-class passengers, she has been put on to the Atlantic service to cope with the growing number of travellers desiring to take their holidays in the form of an Atlantic cruise—a holiday which has much to commend it. As far as the exterior of the vessel is concerned, her appearance is distinctly pleasing. She is 615 feet long, and her gross tonnage is 21,850. She has three funnels, and is well fitted to take her place alongside the magnificent vessels of the Cunard and White Star Lines.

Ease and Luxury.

The number of passengers carried on the *Empress of Australia* is as follows: 400 first-class, 144 tourists, and 632 third-class passengers. The crew numbers about 500. The first-class accommodation is described as sumptuous. The writing-room and drawing-room are decorated in Louis XVI. style, and the smoke room is of the Louis XIV. period, with oak-paneled walls and tapestry and leather-covered chairs. The high-domed French Regency dining-room is considered to be one of the finest rooms in any C.P.R. ship. There are no upper berths in the state rooms, only bedsteads, and there are several self-contained suites with bed, dining and drawing-rooms.

In reconstructing the interior of the *Empress of Australia*, particular attention has been given to the tourist third-class accommodation, which has been made larger and more comfortable. The state rooms are fitted for two and four people. The dining-room can seat 150 people, and there are in addition a ladies' drawing-room, smoke room, etc.

New Captain.

Sailing on her maiden trip for Quebec she has on the bridge as master, Captain R. G. Latta, who is being transferred from the *Empress of Scotland*.

Captain Latta was in command of the *Empress of Scotland* when she called here on her last round world tour and is one of the most popular of skippers in the Canadian Pacific service.

He is an old sailing ship man and his fund of anecdote and story is all but inexhaustible, when he can be induced to open up. This is not to be wondered at, considering that he had command of a *Metagama* when attacked by a German submarine and brought her safely through; that he was in the supply service of the White Army against the Reds; was once a winner of the white silk umbrella which is awarded to the first master to open the passenger traffic of the St. Lawrence every season; and has also had a spell ashore as Marine Superintendent at Antwerp, besides other incident-packed experiences.

PASSENGERS.

ARRIVALS.

Per s.s. *Trier*, for Hong Kong:—Mr. Walter A. Clouth, Miss Rosa M. Crossman, Mr. Ooo. C. Malcolm, Professor Dr. C. Pieper, Mr. Erich Rathje, Mrs. Frances H. Anderson, Mr. H. Peimann, Mr. Aio Shen, Mr. Antonio Caeto, Mrs. Fuki Kossi, Mr. and Mrs. A. E. Lauro, Mr. Hans Lichtenstein, Miss Chika Ohkusu, Mr. S. C. Preston, Mr. Rev. Jose M. Uria, Mrs. Maria Winkler, Mr. S. Malinewsky, Mr. Karl Heyer, Mr. Wallico Prior, and Kuhn and family.

DEPARTURES.

Per s.s. *Trier*, on June 28th:—Mr. and Mrs. Hobden, Mrs. Tong Tung, Mr. F. Inglin, Mr. Col. O. Wheeler, Dr. S. P. Spencer, Mr. H. H. Pommerenke, Mr. L. T. Chapin, and Mrs. M. Manley and child.

Per R.M.S. *Empress of Asia*, on June 28th:—Mr. F. A. Arguelles, Miss V. Brown, Mr. W. Y. Chi, Mr. W. M. Chi, Master Chiong Cho, Master Chiong Tong, Master Cheng She, Mr. Chin Tun, Mr. and Mrs. J. F. H. Castro, Mr. Chow Chu In, Mr. Cheung Aok, Miss M. Cressey, Mr. Y. C. Chen, Mr. H. L. Chelemana, Mr. and Mrs. H. H. Clark, Mr. F. Cortes, Mrs. L. V. Dayrit, Master Y. V. Dayrit, Mr. and Mrs. P. Fernandez, Master G. Fernandez, Mrs. K. Fujiwara, Mr. G. Furuya, Miss A. G. Fisher, Mr. and Mrs. T. F. Farrell, Mr. and Mrs. V. H. Gowen, Mr. N. Hiroto, Mr. and Mrs. W. E. Hoffman, Miss V. C. Hill, Mr. and Mrs. H. Hellis, Mr. Kang Bun Po, Mr. G. Kobayashi, Mr. A. T. Kay, Miss G. Lorente, Master Lay Kung, Miss M. M. Letever, Miss A. Lamberton, Miss M. Louden, Miss V. A. McGoldrick, Mr. I. Maeda, Mrs. S. S. Novak, Mr. Ong Tian Ye, Mr. J. C. O'Connor, Mr. E. Rice, Miss R. Rice, Mr. and Mrs. J. P. Snyder and infant, Mrs. B. M. Stevenson, Mr. Sing Sam, Mr. Y. T. Sung, Mr. B. Sade, Mr. C. Thwaites, Mr. Tung Ao, Mr. T. Tesser, Mrs. S. Tesser, Master G. Viana, Miss Wong Cho Fong, Mr. W. Wiegand, Mr. D. Q. Wood, Master Yao So Kut, Master Yao So Sing, Miss L. Yu, Mr. Yan Chuen Bak, Mr. Yang Shui Po, Mrs. A. S. Zapanta, Mr. L. Zapanta, and Mr. Zung Pao Oo.

European passengers per s.s. *Korea Maru*, for San Francisco via ports, on June 28th:—Mrs. T. G. S. Kay, Mr. G. Abe, Mr. Otto Neidt, Rev. O. Gauthier, Rev. P. Ernest Gherzi, Mr. K. Ebara, Mr. J. O. Swald, Mr. H. E. Sweetong, Major David Hay Thorburn, Miss Anne Sergeeva, Mr. J. A. Maher, Mr. S. Yamate, Mrs. C. Kaida, Mr. Miyai, Mr. V. T. Lindsey, Mr. J. Goodman, Capt. R. Abercromby, Lieut. A. J. L. Clarke, Lieut. H. P. Mackley, Mr. Candau Joseph, Mr. P. Y. Lambie, Miss Anne W. Ericsson, Dr. M. Thebaut, Prof. and Mrs. W. E. Nelson, Mr. F. E. Beckath, Dr. and Mrs. A. Kselik, Mrs. Terneck, Mr. and Mrs. G. R. H. Dittmann, Mr. F. A. Mead, and Mr. Hendrick Hagenaar.

European passengers per s.s. *Korea Maru*, for Japan via Shanghai, on June 28th:—Mr. and Mrs. H. Kuz, Mr. K. Komor, Mr. and Mrs. P. T. Carey, Master D. M. Carey, Master R. M. Carey, Mr. T. M. Lang, Mr. C. H. Talbot, Mr. J. R. Broadley, Mr. G. Festa, Mrs. J. Y. da Luz, Master J. Da Luz, and Master C. da Luz.

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TJILIWONG	JAVA, MANILA	29th	2nd July	SAIGON & JAVA
TJIBODAS	JAVA, MACASSAR	30th	31st	AMOT & N. CHINA
TJIRANOK	N. C. & AMOT	1st July	2nd	BATAVIA
TJIKARANG	BATAVIA	10th	14th	SHANGHAI
TJIKANANG	S'HAU, K'LONG	12th	14th	BATAVIA
TJIKANAS	JAVA, MANILA	17th	22nd	SAIGON & JAVA
TJIKARANG	N. C. & AMOT	18th	20th	AMOT & N. CHINA
TJIKARANG	JAVA, MACASSAR	18th	20th	SHANGHAI
TJIKARANG	BATAVIA	24th	28th	BATAVIA
TJIKARANG	S'HAU, K'LONG	26th	28th	BATAVIA

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HONG KONG METEOROLOGICAL REGISTER.

Hong Kong Observatory, June 28th.

	Previous Day at 2 p.m.	On Date at 6 a.m.	On Date at 3 p.m.
Barometer	29.80	29.63	29.63
Temperature	89	81	83
Humidity	69	92	83
Wind			
Direction	W	E	E
Force	2	3	4
Weather	2	0	0
Rain	0.00	0.00	0.00

Highest open-air Temperature, 27th: 80
Lowest open-air Temperature, 28th: 80

B=Blue sky; C=Cloudy; D=Drizzle; F=Fog; L=Lightning; M=Mist; O=Overcast; P=Passing showers; Q=Squalls; R=Rain; T=Thunder.

HONG KONG TIDE TABLE.

From June 28th to July 5th, 1927.

Day of Week	Date of Month	High Water		Low Water	
		Hong Kong Standard Time	Height	Hong Kong Standard Time	Height
Wed.	29	h. m.	ft. in.	h. m.	ft. in.
		8 40	7 5	2 6	8 0
Thur.	30	10 56	4 1	4 1	0 2
		9 17	7 9	2 39	8 0
Fri.	1	11 47	3 6	4 43	0 2
		9 53	7 5	3 13	3 1
Sat.	2	10 38	3 8	3 43	3 2
		10 28	7 2	4 5	0 6
Sun.	3	1 24	2 8	4 25	3 3
		1 4	6 8	6 52	0 8
Mon.	4	2 14	3 8	5 6	3 5
		1 41	6 3	7 38	1 2
Tues.	5	3 7	3 9	5 58	3 7
		0 20	5 8	8 28	1 6

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M.S. "OLDENBURG" (H.A.L.) ... due here on or about the 29th July
S.S. "ADOLF V. BAER" (H.A.L.) ... due here on or about the 15th Aug.
S.S. "SAARLAND" (H.A.L.) ... due here on or about the 29th Aug.

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M.S. "ERMLAND" (H.A.L.) ... sailing from here on or about the 17th July
M.S. "VOGTLAND" (H.A.L.) ... sailing from here on or about the 1st Aug.
M.S. "MÜNSTERLAND" (H.A.L.) ... sailing from here on or about the 18th Aug.
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SPHINX	...	...	19th July
PAUL LECAT	...	...	2nd Aug.
AMAZONE	...	...	16th Aug.
CHERNOBOUX	...	...	30th Aug.
ATHOS II	...	...	27th Sept.

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Accommodation for 100 Cabin Class and 150 Intermediate Class Passengers	Arrival at Hong Kong and Sailings for SHANGHAI and TAKU (TIENTSIN)	Arrival from SHANGHAI and Sailings for GENOA, ROTTERDAM & HAMBURG
s.s. "TRIER" ...	28th June, 1927.	23rd July, 1927.
s.s. "GOTHA" ...	27th July, "	20th August, "
s.s. "HAARBRUCKEN" ...	30th August, "	24th Sept., "
s.s. "COBLENZ" ...	27th Sept., "	22nd Oct., "
s.s. "FULDA" ...	24th Oct., "	19th Nov., "

Regular Fast Four-weekly Freight Service.

NEXT SAILING TO EUROPE:

s.s. "DESSAU" ... on or about 10th July from Hong Kong.

NEXT ARRIVALS FROM EUROPE:

s.s. "KÖNIGSBERG" ... on or about 17th July in Hong Kong.

s.s. "ANHALT" ... on or about 14th Aug. in Hong Kong.

s.s. "LUDWIGSHAFEN" ... on or about 14th Sept. in Hong Kong.

For Freight, Passage and further Particulars, please apply to:—

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Telephone C. 4557. Agents: HONG KONG, [20]

3, Queen's Building, Chater Road.

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No. 7 for Stomachic, No. 8 for Nerve, No. 9 for Blood.

No. 10 for Skin, No. 11 for Women, No. 12 for Children.

No. 13 for General, No. 14 for Special, No. 15 for Extra.

No. 16 for Special, No. 17 for Extra, No. 18 for Extra.

No. 19 for Extra, No. 20 for Extra, No. 21 for Extra.

No. 22 for Extra, No. 23 for Extra, No. 24 for Extra.

No. 25 for Extra, No. 26 for Extra, No. 27 for Extra.

No. 28 for Extra, No. 29 for Extra, No. 30 for Extra.

No. 31 for Extra, No. 32 for Extra, No. 33 for Extra.

No. 34 for Extra, No. 35 for Extra, No. 36 for Extra.

No. 37 for Extra, No. 38 for Extra, No. 39 for Extra.

No. 40 for Extra, No. 41 for Extra, No. 42 for Extra.

No. 43 for Extra, No. 44 for Extra, No. 45 for Extra.

No. 46 for Extra, No. 47 for Extra, No. 48 for Extra.

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No. 55 for Extra, No. 56 for Extra, No. 57 for Extra.

No. 58 for Extra, No. 59 for Extra, No. 60 for Extra.

CHINA NAVIGATION COMPANY, LIMITED.

SHANGHAI	... "HANYANG"	... On 29th June, 5 a.m.
SHANGHAI	... "TUNGCHOW"	... On 29th June, Noon
HAIPHONG	... "TEAN"	... On 29th June, Noon
BANGKOK	... "CHINHUA"	... On 29th June, Noon
SWATOW & SHANGHAI	... "CHENAN"	... On 1st July, Noon
SHANGHAI & TSINGTAO	... "SZCHUEN"	... On 2nd July, 4 p.m.
SWATOW & BANGKOK	... "KALGAN"	... On 3rd July, Noon
SWATOW, SHANGHAI, NEWCHANG & DALNY	... "LIANGCHOW"	... On 3rd July, 4 p.m.
AMOY, SWATOW & SINGAPORE	... "KINGYUAN"	... On 4th July, 5 a.m.
WEIHAIWEI, CHEFOO & TIENTSIN	... "KUEICHO"	... On 8th July, 4 p.m.

SALOON PASSAGE RATES, HONG KONG TO SHANGHAI and vice versa, Have Now Been Reduced To:
\$60 SINGLE and \$90 RETURN.

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These New Vessels maintain a Regular Service from HONGKONG TO AUSTRALIAN PORTS VIA MANILA AND THURSDAY ISLAND. Through Bills of Lading issued to all Australian, New Zealand and Tasmanian Ports. EXCELLENT & MOST UP-TO-DATE FIRST CLASS PASSENGER ACCOMMODATION. HONGKONG TO SYDNEY—19 DAYS.

SHIP	DEPARTING HONGKONG ON	ARRIVING SYDNEY ON
TAIPING	8th July	15th July
CHANGTE	15th August	15th August
TAIPING	15th September	15th September
CHANGTE	15th October	15th October

For Freight and Passage apply to— BUTTERFIELD & SWIRE, Agents.
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AND
AMERICAN & MANCHURIAN LINE
(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

S.S. "AGAPINOR"	... Via Suez Canal	1st July.
S.S. "CITY OF CHESTER"	... Via Suez Canal	14th July.
S.S. "HELENUS"	... Via Suez Canal	31st July.
S.S. "CITY OF BEDFORD"	... Via Suez Canal	14th August.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.
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M.V. "ASIATIC PRINCE" ... 2nd July, 1927

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FURNESS (FAR EAST), LIMITED.

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Due to sail to SINGAPORE, BELAWAN, DELI and PENANG, on July 7th.

Offers excellent Saloon accommodation.
All lower berths. Doctor carried.
English cuisine. Wireless telegraph.
1st Class Fare to Singapore—\$125.

In connection with the Royal Packet Nav. Co.'s (K.P.M.) service to destinations in the Netherlands East Indies and Australia.

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Telephone 1574. YORK BUILDING, CANTON ROAD.

Shipping News Arrivals and Departures, etc.

ARRIVALS.

June 28th.
Fuenter, Chinese str., 1,001 tons, Capt. J. Freymann, from Saigon and Amoy, with cargo of rice, lying at buoy No. 147.—Yuen Shing Fat.

June 27th.
Chung Hing, Chinese str., 248 tons, Capt. Leung Sau Kong, from Kwang Chow, with a general cargo, lying at buoy No. 143.—Hong On Co.

June 26th.
Deli Maru, Japanese str., 1,204 tons, Capt. K. Yuzeta, from Swatow, with sundries, lying at buoy No. 122.—Yuen Shing Fat.

June 25th.
Shima Maru, Japanese str., 2,125 tons, Capt. S. Ozawa, from Saigon, which port she left on June 24th, with cargo and passengers, lying at buoy No. 147.—Yuen Shing Fat.

June 24th.
Tok Hing, Chinese str., 105 tons, Capt. Lam Shing, from Amoy, with a general cargo, lying at buoy No. 143.—Hong On Co.

June 23rd.
Dutch str., 5,019 tons, Capt. P. Wedde, from Shanghai and Keelung. The latter port she left on June 23rd, with a general cargo, lying at buoy No. 143.—Hong On Co.

June 22nd.
German str., 5,000 tons, Capt. J. Jachens, from Hamburg via Singapore. The former port she left on May 13th, with a general cargo, lying at Kowloon Wharf.—Molchers & Co.

June 21st.
Kalgan, British str., 1,356 tons, Capt. D. H. Martin, from Bangkok and Swatow, with a general cargo, lying at buoy No. 143.—B. & S.

June 20th.
Niger, American str., 3,517 tons, Capt. John N. Ross, from Astoria and Shanghai. The latter port she left on June 20th, with flour and general cargo, amounting to 1,410 tons, lying at buoy No. 143.—Columbia Pacific S.S. Co.

June 19th.
Yuan, British str., 1,122 tons, Capt. R. C. Thompson, from Canton, with a general cargo, lying at buoy No. 143.—Jardine, Matheson & Co.

June 18th.
Zuma, Dutch str., 5,335 tons, Capt. K. E. Dick, from Bremen and Manila. The latter port she left on June 18th, with a general cargo, lying at buoy No. 143.—J.C.C.L.

June 17th.
Cheong, British str., 1,223 tons, Capt. Thos. Beer, from Shanghai and Amoy, with a general cargo, lying at buoy No. 143.—B. & S.

June 16th.
Cremer, Dutch motor ship, 2,754 tons, Capt. H. G. Blits, from Singapore, which port she left on June 16th, with a general cargo, lying at buoy No. 143.—J.C.C.L.

June 15th.
Dut, Norwegian str., 761 tons, Capt. P. Ellertsen, from Saigon, which port she left on June 15th, with rice and general cargo, lying at buoy No. 143.—B. & S.

June 14th.
Genoa Maru, Japanese str., 4,894 tons, Capt. R. Kanekawa, from Shanghai, which port she left on June 14th, with a general cargo, lying at Kowloon Wharf.—N.Y.K.

June 13th.
Hong Sang, British str., 1,356 tons, Capt. R. J. J. Sneddon, from Shanghai and Swatow, with a general cargo, lying at West Point Wharf.—Jardine, Matheson & Co.

June 12th.
Hydralgon, British str., 561 tons, Capt. T. H. Bull, from Fort Bayard, with a general cargo, lying at Chiu On Wharf.—Chiu On S.S. Co.

June 11th.
Romulo, Italian str., 6,014 tons, Capt. C. Antonini, from Shanghai, which port she left on June 11th, with a general cargo, lying at buoy No. 143.—Doddwell & Co.

June 10th.
Palau Maru, Japanese str., 4,357 tons, Capt. Y. Watanabe, from Kobe and Iloilo. The latter port she left on June 10th, with coconut and sugar, lying at buoy No. 143.—N.Y.K.

June 9th.
Wing Hong, British str., 2,673 tons, Capt. R. E. Freckleton, from Dairen and Amoy, with 3,595 tons of coal, lying at buoy No. 143.—M.B.K.

CLEARANCES.

June 28th.
Africa, for Singapore.
Chenan, for Canton.
Derwent, for Swatow.
Empress of Asia, for Manila.
Genoa Maru, for Singapore.
Hai Ching, for Swatow.
Hanyang, for Shanghai.
Hong Sang, for Canton.
Kwai Sang, for Swatow.
Phanang, for Haiphong.
President McKinley, for Shanghai.
Romulo, for Singapore.
Takaka Maru, for Keelung.
Teneriffe, for Shanghai.
Zuma, for Manila.
Wing Hong, for Haiphong.
Yu Sang, for Ningpo.

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TO SAN FRANCISCO VIA HONOLULU SHANGHAI KOBE AND YOKOHAMA.

"THE SUNSHINE BELT"

PRESIDENT JEFFERSON ... Monday, July 4th, mid-night
PRESIDENT LINCOLN ... Tuesday, July 19th
PRESIDENT MADISON ... Tuesday, Aug. 2nd
PRESIDENT JACKSON ... Tuesday, Aug. 16th
PRESIDENT McKINLEY ... Tuesday, Aug. 30th

Thereafter fortnightly sailings on Tuesdays.

HONG KONG TO EUROPE SPECIAL LOW RATES

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£120 £112

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Choice of railway line across United States and Canada, with liberal stop-over privileges for sightseeing. Ask for information. Following are suggested itineraries:—

From Hong Kong	Via	Connecting with Steamship	From N. York	Arriving at
June 29	Seattle	Leviathan	Aug. 31	1st Mth. Cbrg. Aug. 7
July 13	San Francisco	Majestic	Aug. 10	6 Cbrg. S'mptn Aug. 12
July 13	Seattle	Berengaria	Aug. 10	10 Cbrg. S'mptn Aug. 16
July 19	San Francisco	Leviathan	Aug. 20	1st Mth. Cbrg. Aug. 26
July 27	Seattle	Aquitania	Aug. 24	24 Cbrg. S'mptn Aug. 30
Aug. 2	San Francisco	Majestic	Sept. 3	3 Cbrg. S'mptn Sept. 9
Aug. 10	Seattle	Mauritania	Sept. 6	1st Mth. Cbrg. Sept. 12
Aug. 16	San Francisco	Olympic	Sept. 17	17 Cbrg. S'mptn Sept. 23
Aug. 23	Seattle	Berengaria	Sept. 21	21 Cbrg. S'mptn Sept. 27
Aug. 30	San Francisco	Homeric	Oct. 1	1 Cbrg. S'mptn Oct. 7
Sept. 7	Seattle	Aquitania	Oct. 15	15 Cbrg. S'mptn Oct. 21
Sept. 13	San Francisco	Majestic	Oct. 16	16 Cbrg. S'mptn Oct. 21

TO SEATTLE AND VICTORIA VIA SHANGHAI, KOBE AND YOKOHAMA.

"THE FAST SHORT ROUTE"

PRESIDENT GRANT ... Wednesday, July 13th
PRESIDENT CLEVELAND ... Wednesday, July 27th
PRESIDENT PIERCE ... Wednesday, Aug. 10th
PRESIDENT TAFT ... Wednesday, Aug. 24th
PRESIDENT JEFFERSON ... Wednesday, Sept. 7th

Thereafter fortnightly sailings on Wednesdays.

TO EUROPE AND NEW YORK.
VIA MANILA, STRAITS, COLOMBO, SUEZ—
PORT SAID—ALEXANDRIA—NAPLES—
—GENOA—MARSEILLES

Thence to BOSTON AND NEW YORK.

PRESIDENT VAN BUREN ... Tuesday, July 5th, 8.00 a.m.
PRESIDENT GRANT ... Tuesday, July 19th, 6.00 a.m.
PRESIDENT POLK ... Tuesday, Aug. 2nd, 8.00 a.m.
PRESIDENT ADAMS ... Tuesday, Aug. 16th, 8.00 a.m.
PRESIDENT GARFIELD ... Tuesday, Aug. 30th, 8.00 a.m.

Thereafter fortnightly sailings on Tuesdays.

TO MANILA.

PRESIDENT VAN BUREN ... July 5th, 8.00 a.m.
PRESIDENT GRANT ... July 19th, 6.00 p.m.
PRESIDENT LINCOLN ... July 11th, 6.00 p.m.
PRESIDENT HAYES ... July 19th, 6.00 a.m.
PRESIDENT CLEVELAND ... July 19th, 6.00 p.m.

For Passenger and Freight Rates apply to

THE ROBERT DOLLAR CO.

GENERAL AGENTS.

HONGKONG AND SHANGHAI BANK BUILDING (GROUND FLOOR).
Telephones: Central 2177, 2473 & 795.

THE CHINA COAST.

CHANGES IN OFFICERS PERSONNEL.

The following are the latest changes in personnel of China Coast officers:—

Capt. E. Monkman, of the *Soochow*, is on Home leave. Capt. J. D. Fraser, of the *Taming*, has gone master, *Soochow*. Capt. C. Mather, of the *Whangpu*, has gone master, *Taming*.

Mr. G. Atkinson, acting second engineer, *Taihan*, has gone sup'y engineer, *Tungchow*.

Mr. N. D. Bain, third engineer, *Kalgan*, is on reserve. Mr. F. C. Dart, sup'y engineer, *Tungchow*, has gone third engineer, *Kalgan*.

Mr. A. Keown, from reserve, has gone third engineer, *Tungchow*.

Mr. L. A. MacFarlane sup'y engineer, *Kwangtung*, has gone sup'y engineer, *Anking*.

Mr. A. Cumming, chief engineer, C.N. Co., is deceased.

Mr. J. W. Sanderson, third engineer, *Kingchow*, has gone sup'y engineer, *Tungchow*.

Mr. P. Nock, second officer, *Waishing*, has gone acting chief officer, same ship. Mr. L. H. Hutchings, chief officer, *Waishing*, has gone sup'y chief officer, *Mingwang*.

Mr. A. J. Wilson, sup'y second officer, *Fausang*, has gone second officer, *Mingwang*.

Mr. E. L. Starling has been appointed second officer, *Luenho*.

Mr. J. Rees, from reserve, has gone sup'y second officer, *Fausang*.

Mr. P. J. Jordan, from Naval service, has gone chief officer, *Luenho*.

Mr. R. C. Barcus, sup'y engineer, *Luenho*, has gone third engineer, *Waishing*. Mr. A. Dunn, third engineer, *Waishing*, has gone acting second engineer, same ship. Mr. J. Halkett, second engineer, *Waishing*, is on reserve.

Mr. G. T. Staffaichuk has been appointed sup'y engineer, *Luenho*.—Shipping and Engineering.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS SUBJECT TO ALTERATIONS.

CANTON	... "HANGSANG"	Wednesday, 29th June, at 6 a.m.
HAIPHONG	... "CHIPSING"	Wednesday, 29th June, at 10 a.m.
TSINGTAO via SWATOW & SHANGHAI	... "KWAISANG"	Wednesday, 29th June, at 10 a.m.
SHANGHAI	... "YUENSANG"	Wednesday, 29th June, at 10 a.m.
STRAITS & CALCUTTA	... "SUISANG"	Wednesday, 29th June, at 3 p.m.
SANDAKAN	... "HINSANG"	Thursday, 30th June, at 3 p.m.
OSAKA via AMOY, MOJI & KOBE	... "LAISANG"	Friday, 1st July, at 7 a.m.
TSINGTAO via SWATOW & SHANGHAI	... "HANGSANG"	Friday, 1st July, at 10 a.m.
TSINGTAO via SWATOW & SHANGHAI	... "FOOSHING"	Sunday, 3rd July, at 10 a.m.
SHANGHAI via AMOY	... "CHAKSANG"	Tuesday, 5th July, at 7 a.m.
TSINGTAO via SHANGHAI	... "YATSHING"	Wednesday, 6th July, at 10 a.m.
STRAITS & CALCUTTA	... "NAMSANG"	Friday, 8th July, at 3 p.m.
HAIPHONG	... "MINGSANG"	Sunday, 10th July, at 10 a.m.
TSINGTAO via SWATOW & SHANGHAI	... "KWONGSANG"	Sunday, 10th July, at 10 a.m.
TSINGTAO via SWATOW & SHANGHAI	... "CHIPSING"	Monday, 11th July, at 5 p.m.
SHANGHAI	... "HOPSANG"	Wednesday, 13th July, at 10 a.m.
OSAKA via AMOY, SHANGHAI, MOJI & KOBE	... "HOSANG"	Thursday, 14th July, at 7 a.m.

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GLEN LINE...

FARE: HONG KONG TO LONDON, £92.

LONDON, ROTTERDAM & HAMBURG via STRAITS & COLOMBO.

Steamship "CARNARVONSHIRE" (via Oran)	9th July.
Steamship "PEMBROKESHIRE" (via Oran)	27th July.
Motor Vessel "GLENOGLE"	24th August.
Motor Vessel "GLENARREY"	21st September.

SHANGHAI, KOBE, YOKOHAMA & VLADIVOSTOK.

Motor Vessel "GLENOGLE"	Due Hong Kong.
Motor Vessel "GLENARREY"	26th July.
Motor Vessel "GLENARREY"	4th August.
Motor Vessel "GLENARREY"	18th August.
Motor Vessel "GLENARREY"	4th September.

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REDUCED PASSAGE RATES

BRINDISI, VENICE & TRIESTE	... £72. 10s. Od.
LONDON	... £80. 0s. Od.

NEXT SAILINGS.

OUTWARDS FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI

M.V. "REMO"	... From Hong Kong.
S.S. "FIUME-L"	... Sails on or about 21st July
M.V. "ESQUILINO"	... Sails on or about 15th Sept.

HOMEWARDS FOR BRINDISI, VENICE AND TRIESTE

M.V. "VIMINALE"	... From Hong Kong.
M.V. "REMO"	... Sails on or about 26th July
S.S. "FIUME-L"	... Sails on or about 23rd August
S.S. "FIUME-L"	... Sails on or about 30th Sept.

NATAL LINE OF STEAMERS

FROM CALCUTTA AND COLOMBO TO SOUTH AFRICAN PORTS.

"UMVOSOLI"	... Sails from Calcutta 30th June
"UMZUMBI"	... Sails from Calcutta 31st July

Regular Passenger and Cargo Service to South African Ports. Through Bills of Lading issued from Hong Kong.

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REGULAR SERVICE of Fast, High Class Coast Steamers. Sailings subject to alteration without notice.

FOR SWATOW, AMOY & FOOSHONG AND RETURN (Occupying 8 to 9 Days)

HAINING ... Sunday, the 3rd July, at 8 a.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier). Round Trip Tickets will be issued from Hong Kong to Foochow (Pagoda Anchorage) or vice versa and Return by the same Steamer at the Reduced Rate of \$90.00 including Meals while the Steamer is in Port. For Freight and Passage apply to—

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QUICKEST TIME ACROSS THE PACIFIC.
TO VICTORIA AND VANCOUVER

STEAMERS	H. Kong	Shanghai	Kobe	Yokohama	Vancouver
EMPERESS OF ASIA	July 13	July 18	July 22	July 26	July 31
EMPERESS OF CANADA	Aug. 6	Aug. 11	Aug. 15	Aug. 19	Aug. 24
EMPERESS OF RUSSIA	Aug. 24	Aug. 29	Sept. 2	Sept. 6	Sept. 11
EMPERESS OF ASIA	Sept. 14	Sept. 19	Sept. 23	Sept. 27	Oct. 2
EMPERESS OF CANADA	Oct. 5	Oct. 10	Oct. 14	Oct. 18	Oct. 23
EMPERESS OF RUSSIA	Oct. 26	Oct. 31	Nov. 4	Nov. 8	Nov. 13
EMPERESS OF ASIA	Nov. 16	Nov. 21	Nov. 25	Nov. 29	Dec. 4
EMPERESS OF CANADA	Dec. 7	Dec. 12	Dec. 16	Dec. 20	Dec. 25

(E/Asia and E/Russia call at Nagasaki the day after departure from Shanghai).

CONNECTING SAILINGS TO EUROPEAN PORTS.

MINNEDOSA	Aug. 5	MONTCLAIRE	Oct. 7
E/AFRICA	Aug. 31	MINNEDOSA	Oct. 28
MONTROSE	Sept. 16	MONTCLAIRE	Nov. 18

Frequent sailings to Liverpool, Belfast, Glasgow, Southampton, Cherbourg and Antwerp.

SPECIAL FARES TO EUROPE
£120 £112 £83

HONGKONG-MANILA SERVICE

Leave Hong Kong	Arrive Manila	Leave Manila	Arrive Hong Kong
July 10	July 21	EMPERESS OF CANADA	July 31
Aug. 9	Aug. 11	EMPERESS OF RUSSIA	Aug. 20

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TRAVELLERS CHEQUES PAYABLE THE WORLD OVER.
THE SAFEST AND MOST CONVENIENT WAY TO CARRY FUNDS.Passenger Department: Tel. C. 752. Cables: "CANPAC."
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N.Y.K. LINE

SAILINGS SUBJECT TO ALTERATION.

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.

SHINYO MARU (Call Keelung)	Tuesday, 13th July, at 9 a.m.
*SIBERIA MARU	Tuesday, 26th July, at 10 a.m.
TAIYO MARU	Tuesday, 9th Aug.

LONDON via Singapore, Suez, Marseilles & Ports.

FUSHIMI MARU	Saturday, 2nd July, at 11 a.m.
HAKOZAKI MARU	Saturday, 10th July, at 11 a.m.
HAKUSAN MARU	Saturday, 30th July

SYDNEY & MELBOURNE via Manila & Ports.

AKI MARU	Wednesday, 26th July, at 11 a.m.
MISHIMA MARU	Wednesday, 24th Aug.

BOMBAY via Singapore, Penang & Colombo.

GENOA MARU	Wednesday, 29th June
TAMBA MARU	Monday, 11th July

SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles, Mexico and Panama.

RAKUYO MARU	Monday, 11th July
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SOUTH AMERICA (East Coast) via Singapore, Cape Town & Ports.

NEW YORK and/or BOSTON via PANAMA.

BENGAL MARU	Thursday, 21st July
TATSUNO MARU	Wednesday, 10th Aug.

LIVERPOOL via Singapore, Colombo, Port Said & Ports.

DELACQUA MARU	Tuesday, 12th July
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CALCUTTA via Singapore, Penang & Rangoon.

HAKODATE MARU	Friday, 1st July
CEYLON MARU	Friday, 8th July

NAGASAKI, KOBE & YOKOHAMA.

MISHIMA MARU	Friday, 22nd July
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SHANGHAI, KOBE & YOKOHAMA.

NAGANO MARU	Friday, 1st July
SINGAPORE MARU	Friday, 1st July
HARUNA MARU	Monday, 11th July
YAMAGATA MARU (Mojito direct)	Tuesday, 12th July

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LIFE WITHOUT HEALTH IS LIVING DEATH.

VETARZO BRAIN AND NERVE FOOD.

For Nervous Breakdown and Chronic Weakness.

VETARZO REGULATORS. Safe and Reliable.

English Price 3s. (either remedy). The VETARZO REMEDIES CO., Gospel Oak, N.W.6, London, Eng. Unprincipled Dealers may try to sell you something else for extra profit—do not accept it. Insist on having VETARZO. The genuine has words "VETARZO REMEDIES" in Government Stamp. Sold by LEADING CHEMISTS.

Shipping News

Daily Statement, Waterfront News, etc.

YESTERDAY'S FREIGHT RETURNS.

LOCAL IMPORTS NORMAL.

THROUGH CARGOES HEAVY.

With eighteen vessels coming into port during the 24 hours ended at 9 a.m. yesterday, freights manifested for ports beyond Hong Kong showed a considerable increase. Local imports, on the other hand, showed no improvement.

There were only 7,821 tons of general merchandise and 7,163 tons of rice landed here by 16 steamers out of the 18 arrivals. Of the general cargo, 2,793 tons were contributed by four British steamers.

The rice shipments were discharged by the following vessels:—The Dutch, a Norwegian steamer, brought 1,774 tons. The Chinese vessels *Huach Ching* and the *Yuan Lee* contributed 3,293 tons and 2,100 tons respectively. The three shipments were all from Saigon.

Ten steamers carried through cargoes, whose manifests totalled 27,950 tons. Three British steamers accounted for 2,650 tons. The two best returns were 8,189 tons and 5,701 tons. The former were carried by the Norwegian vessel *Teneriffe*, from Oslo and Dunkirk, and the latter on the *Genoa Maru*, from Yokkaichi and Shanghai.

The arrivals and departures of vessels during the period under review were:—British, 5 arrivals and 8 departures; American, 2 arrivals and 1 departure; Norwegian, 3 arrivals and 2 departures; Dutch, 3 arrivals and 2 departures; Japanese, 1 arrival and 1 departure; Chinese, 4 arrivals and 3 departures.

The following were some of the principal carriers:—

S.S. *Empress of Russia* (British) from Vancouver and Shanghai, 888 tons general for Hong Kong and 1,500 tons for other ports.

S.S. *Kalyan* (British) from Bangkok and Swatow, 1,150 tons general for Hong Kong.

S.S. *Chonan* (British) from Shanghai and Amoy, 250 tons general for Hong Kong and 500 tons for other ports.

S.S. *President McKinley* (American) from San Francisco and Manila, 422 tons general for Hong Kong and 3,500 tons for other ports.

S.S. *West Niger* (American) from Astoria and Shanghai, 1,410 tons general for Hong Kong and 1,000 tons for other ports.

M.S. *Teneriffe* (Norwegian) from Oslo and Dunkirk, 380 tons general for Hong Kong and 8,189 tons for other ports.

S.S. *Tjondland* (Dutch) from Shanghai and Keelung, 60 tons general for Hong Kong and 3,000 tons for other ports.

S.S. *Zuider* (Dutch) from Bremen and Manila, 261 tons general for Hong Kong and 3,167 tons for other ports.

SUNRISE AND SUNSET IN HONG KONG.

FOR JUNE, 1927.

STANDARD TIME OF THE 120th MERIDIAN, EAST OF GREENWICH.

Date	Sunrise	Sunset
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June 29th	5.41 a.m.	7.11 p.m.
30th	5.41	7.11

DAILY WATERFRONT NEWS.

"TENERIFFA'S" FIRST APPEARANCE IN HONG KONG.

H.M.S. "WOOLSTON" AND "WOLSEY" AT SINGAPORE.

[BY LONGSHOREMAN.]

The R.M.S. "Empress of Asia."

The R.M.S. *Empress of Asia* left here for Manila last evening with over 100 cabin passengers on board. She is due to sail for Vancouver via ports from Hong Kong on Wednesday, July 13th.

Fishing Boat Pirated.

An un-numbered fishing boat was pirated on the 27th instant off the mouth of the Shum Chun River in the vicinity of the Tai Chan district and robbed of some crabs, a clock and \$150 by the seven pirates. One of the men in the boat was shot in the leg. The owner, who reported the case to the Police in the New Territory yesterday, said that he could identify three of the pirates as old customers.

Cambrian Pass Rock.

The following notice to mariners has been issued by the Marine Department of the Maritime Customs at Shanghai, under date June 20th:—"Notice is hereby given that a rock awash at low water, with foul ground in the vicinity, has been located to the south-east of Usha Island.

Position:—From the rock, 617 Foot Hill, Usha Island, bears N. 57° W., magnetic, distant 8.3 cables. Latitude 22° 49' 33" N., Longitude 122° 22' 50" E., on British Admiralty Chart No. 1429.

Norwegian Oil Burner.

The Norwegian oil burning vessel *Teneriffe* came into this port for the first time on Monday, en route for Japanese ports from Europe.

The *Teneriffe* was built to the order of Den Norske Afrika og Australien, by Burmeister and Wain, at Copenhagen in 1922. She is oil-engined, with 12-cylinder propelling machinery of the B. and M. type, generating a horse power of 717. Her dimensions are, length 425.5, beam 55.5 and depth 35.8, with a moulded depth of 38.6; gross tonnage 5,655 and net tonnage 3,498, drawing on entry 27 feet forward and 27.6 aft, with approximately 1,100 tons of cargo. The *Teneriffe* is commanded by Captain E. Anderson and carries a crew of 35 Norwegians. Leaving Oslo on April 20th, she made Dunkirk on May 21st, she made Singapore, and left that port after discharge of cargo on June 22nd. Messrs. Thorsen are the local agents.

Destroyers Arrive At Singapore.

The destroyer *Woolston* (Comdr. C. G. Stuart, D.S.O., R.N.) and *Wolsey* (Lieut. Comdr. A. M. Donovan, D.S.C., R.N.) arrived in port at Singapore last Wednesday from Hong Kong and tied up at the Oil Wharf, Keppel Harbour. They left later for Penang and Colombo.

Both these warships were built by Thornycroft's in 1918 and are 312 ft. in length, 30 ft. beam and 10 ft. draught. They are of 1,325 tons displacement and twin-screw-driven by engines developing 30,000 h.p., and have a maximum speed of 35 knots. Their armament consists of four 4-in. guns, one two-pounder, two machine guns, and two torpedo tubes. The destroyers carry a crew of 101 all told.

Chinese Deck Passengers.

There were 2,531 Chinese deck passengers entering the Colony during the 24 hours ended at 9 a.m. yesterday. Of these, the Dutch steamer *Cremor* brought 2,130 returned emigrants from Belawan, Deli and Singapore.

Dangerous Goods.

Dangerous goods manifested yesterday were the following:—By the s.s. *Teneriffe*, from Oslo and Dunkirk, 65 casks chocolate of potash. By the s.s. *Genoa Maru*, from Yokkaichi and Shanghai 3 tons for Hong Kong and 17 tons for other ports of sulphuric acid.

Died Of Unknown Causes.

When the s.s. *Kalyan* came into port yesterday from Bangkok and Swatow, she reported the death of a Chinese deck passenger from an unknown cause.

Not Cholera Infected.

In a notice issued by the Shanghai Customs Authorities under date of June 22nd, it was stated that the declaration against Saigon and Haiphong as cholera infected has been withdrawn, and that the medical inspection of vessels from those ports has been discontinued.

Rescue In The Bay Of Bengal.

Recently, the British steamer *Pundit* arrived in Singapore with the crew of a British brig, the *Nurjikan*, of 101 tons who were rescued in the Bay of Bengal when their vessel was foundering.

According to the captain of the brig, Osman Menh, the vessel was a British brig, registered at Chittagong on May 22nd with a full cargo of earthen cooking utensils, shipped by Abdul Ally, the owner who lives at Chittagong. On June 3rd water was discovered in the ship's hold, coming through a leak. On the 7th it became worse, although the pumps were worked until they became useless, and the vessel was water-logged.

Signals were flown, and towards evening they were rescued by a boat from the *Pundit*, in command of the chief officer. They were landed by the *Pundit* at Singapore.

The captain expressed a desire that they might be returned to Chittagong, where they all belonged, and arrangements are being made by the Master Attendant to send the rescued men back at an early date.

SHIPPING MOVEMENTS.

The R.M.S. *Empress of Russia* arrived at Kobe on June 28th at 9.30 a.m. and left the same day at 5 p.m. She is due at Yokohama on June 30th at 7 a.m.

According to the wireless message received yesterday the m.v. *Yaght* (H.A.L.) will arrive to-day (Wednesday) at 4 p.m.

WARSHIPS IN PORT.

Vessels in port yesterday were:—North Wall Basin, *Marazion*, *Cicada* and Subs. L.15 and L.16; North Arm, *Curlew* and *Delhi*; West Wall Dock, *Vindictive*, *Wishart* and *Wolverine*; In Dock, *Wanderer* and Subs. L.2 and L.3; Taikoo Dock, *Polygone* and *Aphis*; Kowloon Dock, *Caradoc*; Buoy 1, *Hermes*; Buoy 8, *Titanic*; Buoy 9, *B.P.T.*; Buoy 10, *Wild Swan*; Buoy 11, *Ladybird*; Buoy 13, *Robur*; Buoy 18, *Authentic*; Buoy 25, *Khark*; Buoy 28, *Maine*; Kowloon Anchorage, *Fortol*; Foreign Men-of-War, *Patric* (Portuguese) and *Argus* (French).

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S.S. "CITY OF GLASGOW"	Havre, London, Rotterdam & Hamburg	10th Aug.

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Sailings from SINGAPORE on 7th of every month by "CITY OF PALERMO" or "CITY OF SPARTA" to Java, Fremantle, Adelaide, Melbourne and Sydney and vice versa.

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S.S. "CITY OF CHESTER"	via Suez Canal	14th July
S.S. "CITY OF BEDFORD"	via Suez Canal	14th August

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S.S. "COMERIC"	via Suez Canal	25th July
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MAURITIUS & SOUTH AFRICA

S.S. "TINHOW"	From Hong Kong	25th July
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(UNDER CONTRACT WITH H.M. GOVERNMENT.)

Steamship	Tons	From Hongkong (about)	Destination
"KHIVA"	9,135	9th July	Marseilles, London and Antwerp.
"ALIPPORE"	5,273	21st July	Strait and Bombay.
"MACEDONIA"	11,120	23rd July	Marseilles and London.
"KALYAN"	9,144	27th July	Marseilles, London, Antwerp & Hull.
"NYANZA"	7,023	3rd Aug.	Strait and Bombay.
"KASHGAR"	9,005	6th Aug.	Marseilles, London and Antwerp.
"KAWALPINDI"	16,919	20th Aug.	Marseilles and London.
"DEVANHA"	9,155	3rd Sept.	Marseilles and London.
"MOBEA"	10,953	17th Sept.	Marseilles and London.
"KHYBER"	9,114	1st Oct.	do.
"MALWA"	10,988	15th Oct.	do.
"KASHMIR"	8,985	29th Oct.	do.
"MACEDONIA"	11,120	12th Nov.	do.
"MONGOLIA"	16,504	26th Nov.	do.
"MANTUA"	10,946	10th Dec.	do.
"KASHGAR"	9,005	24th Dec.	do.

Frequent connections from Port Said for Passengers and Cargo to Constantinople, Piræus, Smyrna, and other Levant Ports by steamers of the Khedivial Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS

"TALMA"	10,000	3rd July	Singapore, Penang and Calcutta
"TAKLIWA"	7,938	22nd July	do.
"TILAWA"	10,000	22nd July	do.

EASTERN AND AUSTRALIAN SAILINGS (SOUTH)

"ST. ALBANS"	4,500	1st July, 11 a.m.	Manila, Sandakan, Thursday Island, Townsville, Brisbane, Sydney and Melbourne.
"ANAPUBA"	6,000	29th July	do.
"TANDA"	6,956	2nd Sept.	do.

Regular Monthly Sailings from Hong Kong to Japan & Hong Kong to Australia. The P. & O. S.S. Co., Ltd., steamers will also call at Shanghai, Iloilo, Cebu, Kolambagan, Tawao, Timor, Darwin, or other ports en route as indicated.

Frequent connections from Australia with the following:—The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand.

The P. & O. Royal Mail Steamers to London via Suez Canal.

The P. & O. Branch Service of Steamers to London via the Cape.

The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI AND JAPAN

"TILAWA"	10,006	2nd July, 6 a.m.	Amoy, Moji, Kobe and Osaka
"AKAFURA"	6,000	5th July	Moji, Kobe, Osaka & Yokohama
"NOVAKA"	6,983	7th July	Shanghai, Moji, Kobe & Yokohama
"KASHGAR"	9,005	8th July	Shanghai, Moji, Kobe & Yokohama
"NYANZA"	7,023	8th July	do.
"TARA"	6,322	13th July	Shanghai, Kobe and Osaka
"KAWALPINDI"	16,919	22nd July	Shanghai, Kobe and Yokohama
"DEVANHA"	9,155	25th Aug.	Shanghai, Moji, Kobe & Yokohama
"TANDA"	6,956	9th Aug.	Moji, Kobe, Osaka & Yokohama
"MOBEA"	10,953	15th Aug.	Shanghai, Moji, Kobe & Yokohama
"KHYBER"	9,114	2nd Sept.	do.
"MALWA"	10,988	16th Sept.	do.
"KASHMIR"	8,985	30th Sept.	do.
"MACEDONIA"	11,120	14th Oct.	do.
"MONGOLIA"	16,504	28th Oct.	do.
"MANTUA"	10,946	12th Nov.	do.
"KASHGAR"	9,005	26th Nov.	do.
"MOBEA"	10,953	10th Dec.	do.
"DEVANHA"	9,155	24th Dec.	do.
"MALWA"	10,988	7th Jan., 1928	do.
"KHYBER"	9,114	21st Jan., 1928	do.
"MACEDONIA"	11,120	4th Feb., 1928	do.
"KASHMIR"	8,985	18th Feb., 1928	do.
"MANTUA"	10,946	25th Feb., 1928	do.
"MONGOLIA"	16,504	17th Mar., 1928	do.
"MOBEA"	10,953	30th Mar., 1928	do.

